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Wren in fleet chief list of 400

New First
Sea Lord

One woman takes her place among nearly 400 men with publication of the first list of Royal Navy fleet chiefs.

She is Chief Wren Stores (Clothing) Beatrice May Willis, of H.M.S. Neptune, who joined the Service in 1947 and became chief in January, 1955. Her Service career has taken her to Malta.

Among the men, the Fleet Air Arm achieve a "hat trick" by being able to claim the oldest fleet chief, the youngest and the man selected with greatest seniority as chief.

Oldest is CAF(AE) R.A.N.D. Temple (55), of H.M.S. Simbang, who joined the Service in 1940 and is holder of the B.E.M.

Youngest is CREL. Mn(A) R. A. Parsons — aged 33 this month — who joined the Service in 1955 and became chief in 1967. He is at present serving in H.M.S. Heron.

Man with greatest seniority is C El(A) William Lamb, of the staff of FONAC, whose seniority as CPO AM(L) dates from October 1946.

"Veteran" of the General Service Drafting list is B.E.M.-holder CMEA(P) L.J.A.N.B. Watson (54), now serving in H.M.S. Tyne.

MEDAL HOLDERS

Youngest on this list is CCEA B. N. W. Baxter (34), of H.M.S. Eastbourne, and CPO Wtr. L. H. Hellier, of H.M.S. Drake — a chief since 1952 — is the list's most senior CPO.

Others named as fleet chief include CPO QRI(a) W. R. Dunlevey (H.M.S. Neptune), holder of the D.S.M. and B.E.M.; also Royal Victorian Medal (silver) holders CMEA(P) B. J. Clear and CMEA(H) A. O. Brown, who joined the Royal Yacht in 1958.

The list of chief petty officers selected for fleet chiefs appears in Page 7.



Admiral Sir Michael Pollock (above) became Chief of Naval Staff and First Sea Lord in March. His former appointments include Flag Officer Submarines and Controller of the Navy.

Leave scheme 'off the ground'

"A well-organized and successful flight" wrote a satisfied customer who formed one of the party of 30 in the first of the leave planes.

The scheme is being organized by the Tricorn Travel Agency, Market Way, Portsmouth, who believe that by block-booking

discounts — or charter flights — they can bring down costs to a competitive level.

For the first venture, there were officers, ratings, and Wrens, going to Belfast, Glas-

gow, and Edinburgh. They left Portsmouth Dockyard by coach at 1615 on Friday, March 12, reached Gatwick at 1815, and were all emplaned by 1930.

The Belfast passenger was in fact home before 2100.

FOR EASTER

On the Sunday evening the aircraft were met at London Airport, the last ones arriving at (Continued in page 32)

RITA LAPS IT UP

took this charming picture of Lapland girl Rita Brooks reading Navy News.



'Dramas' of the sea

"Some of the finest pictures of a warship in heavy seas ever offered," was the praise of the editor of the Photographic Year Book, Mr. John Sanders, in accepting colour stills of H.M.S. Eastbourne. The photographer was NA Roger Ball (26), who has been on the staff of the Commander-in-Chief Western Fleet since April last year.

When covering exercises off Gibraltar, he flew in H.M.S. Andromeda's helicopter, and obtained a series of dramatic shots, both in colour and monochrome, of the Eastbourne. He also photographed the Undaunted and Andromeda.

For the shot here, of the Andromeda, NA Ball (inset) used his own Mamiya C350, fitted with an 80mm lens.



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Who made this draft chit out for me?

There have always been jobs which no one wants — some afloat and some ashore, writes Drafty. Generally speaking, men in the Navy accept the fact that sea time is a part of their life, and it is varied. They know that in the course of a Service career the unpopular sea jobs should be compensated by more popular ones.

However, when due for port service, all men hope for their first preference to be met. Happily Drafty does get a high percentage of satisfied customers when drafting to shore preferences, but there will always be some billets for which there are no available volunteers.

As the requirements are there, so they have to be met. So we take a good deal of care when tackling the problem of filling these billets.

Unpopular

Why are some shore billets unpopular? Usually it is their area, or remote location. It is a fact that many men in the Navy will be content abroad with unhealthy smells, inferior beer, and things that creep, crawl and fly, including large mosquitoes that attack without provocation.

Yet the same men feel very hard done by when they have to do a spell of port service in some part of the United Kingdom, with all the advantages of sanitation, good beer and civilized insects.

The search

When looking for men to fill port service billets, Drafty will first check all the cards of men coming in from sea, look at their preferences, and study their past drafting pattern.

At this stage the unpopular billets quickly become evident; so do any volunteers. Assuming there are no volunteers, then we look at all the men available, to see who must be detailed.

The most likely men to choose from are those who are due for sea service, yet for whom there are no sea billets available; those who may be nearing time expiry, and not available for normal drafting; or those who are stopped sea draft for various reasons. All these men, and any others who may be enjoying a lot less sea time than their oppos are considered as likely candidates for these billets.

Field narrowed

The field is then narrowed as we set out to ensure all men are treated fairly. A check is made to find those who have had long

gest in their preference areas, to establish who has come off best and who has had the greenest rub.

Remember, drafting records cover the whole of a man's career, and show when a man was a volunteer, when he was not, how many times he got his preferences, and how his sea time relates to others of the same rating and SQ.

All the necessary information is available and comparisons soon reveal a very short list of

men whom it would be fairest to use for the billets concerned.

The crunch

Now comes the final crunch. With perhaps just two or three billets to fill, and the short list of men from which to choose, Drafty tries to put men within striking distance of one of their preferences.

Of course, he cannot always succeed. Someone is bound to finish up with a draft chit which

he at that time considers someone else should have had.

The truth is, however, that a lot of care has been given to the selection of men for these unpopular billets, and the fairest decision has been made.

If you think you have been seen off, give a thought to your drafting history so far. If you still cannot understand your draft — ask your officers. If they are unable to explain the circumstances they can always obtain the answer from Drafty.

Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

D. J. Tebbitt, A/LREM, A2E Mess, H.M.S. Collingwood, On draft to H.M.S. Sirius at Plymouth, Mid-July. Will exchange for sea-going ship based Portsmouth or Chatham — preferably latter.

A. Spry, LME, H.M.S. Llandaff — long refit at Plymouth. Will exchange for any Chatham based ship or establishment.

M. Jones, NA(AH3), R.N. Test Squadron, A & A.E.E. Boscombe Down, Amesbury, Wilts. Being drafted to Lossiemouth, May 17. Will exchange for Lee-on-Solent, Portland, or Yeovilton.

W. McGill, AB(OR2), H.M.S. Andromeda. Being drafted to H.M.S. Neptune in July (over six months). Will exchange for shore establishment Rosyth area.

R. Palmer, AB(OL2(A)), H.M.S. Exmouth. Will exchange for accompanied or unaccompanied draft to Hong Kong.

D. Bowles, MA, H.M.S. St. Angelo. Being drafted to R.N.H. Plymouth (over six months) July. Will exchange for sea-going ship.

T. Bethell, RO2(G), Sick Bay, R.N. Bks, Portsmouth. On draft to H.M.S. London, August 27. Will exchange for draft to H.M.S. Devonshire.

G. Stokes, LCEM, Gibraltar Buildings.

Queen Street, Dunoon. On draft to H.M.S. Berwick, July. Will exchange for any shore base in Scotland.

R. D. Mouncher, LOEM, H.M.S. Blake. Being drafted to H.M.S. Osprey May 7. Will exchange for over six months job in Portsmouth area.

J. Behan, AB(RP Star), H.M.S. Kirkcaldy (15 months unaccompanied and two years married accompanied). Will exchange for Portsmouth-based ship or establishment.

C. Drysdale, L. Wir, H.M.S. Triumph. Being drafted to H.M.S. Centurion (over six months) July. Will exchange for draft to Scotland, Rosyth area preferred.

C. Austin, H.M.S. Yarmouth, undergoing refit at Rosyth. Will exchange for any Portsmouth based ship.

T. L. Windle, AB(OL2(A)), c/o Admiralty Interview Board, H.M.S. Sultan. Drafted to H.M.S. Jupiter (Devonport-based), Sept. 6. Will exchange for Portsmouth-based ship.

T. C. Green, OEM2, H.M.S. Triumph in Singapore. Will exchange for Home Sea Service or base port in U.K.

L. E. Davis, LM(E), H.M.S. Palliser. Will exchange for Rosyth based ship or establishment.

G. Smith, AB(FC2), H.M.S. Jupiter. Being drafted to H.M.S. Drake for long refit of H.M.S. Hermes. Will exchange for shore base at Faslane or Rosyth.

H. Baskott, CPO (1/c Gunners rate), H.M.S. Dolphin. Will exchange for establishment at Plymouth.

K. C. Pattinson, LCEM, H.M.S. Excellent. On draft to H.M.S. Llandaff at Devonport for long refit. Will exchange for ship or shore station in Scotland — Rosyth preferred.

M. R. Watson, AB(RP2), Nav. Yeo, H.M.S. Gurkha, on G.S.C. Will exchange for Portland or Portsmouth based ship.

CHANNEL ROUTE SURVEY

With H.M.S. Gurkha acting as safety ship, a force of six MCM vessels and two survey craft in March took part in Operation Varne Sweep, examining an alternative route for westward-bound shipping in the English Channel between the Varne and Ridge banks, south of Dover.

Object of the operation was to enable ships to keep clear of the area where wrecks have recently caused a hazard — the wrecks of the Texaco Caribbean, Brandenburg, and Niki are located inshore of the Varne bank.

Taking part were the inshore survey craft Echo and Egeria, the minehunters Bronington, Kedleston and Kellington and minesweepers Wolverton, Lewiston and Belton, and the survey was carried out under the direction of the senior officer of the Inshore Squadron, Lieut-Cdr. A. G. Merriman, in the Echo.

The Gurkha's ship's company was enjoying a rest at Amsterdam after two months of Portland work-up when she was called home for the operation.

As the football team was beating the Dutch Navy 4-2 the signal was received on board detailing the frigate for duty.

SOME OBSTINATE

Over a period of two days the Gurkha diverted a score of merchant ships of all shapes, sizes, and nationalities by flashing light, pyrotechnics, calling on VHF radio, flag hoists and by just going alongside and shouting in the case of some obstinate fishermen.

But by far the best way of warning off ships was to use the helicopter. Piloted by Lieut. Nigel Whinney, it flew alongside the bridge of an approaching ship while REM(A)1 Ernest Jones held out the warning notice "Danger — Minesweeping Operations — Keep clear."

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Hazard of exped.

Five sailors from H.M.S. Hampshire, walking the 900-miles from John O'Groats to Lands End, had reached Carlisle when one of them, AB Richard Woods, had to drop out with stomach trouble.

He was discharged from the Cumberland Infirmary, Carlisle, after a week-end in hospital.

The team, accompanied by the ship's Landrover carrying tents and supplies, were tramping the marathon course as part of their expedition training, and aiming to beat Dr. Barbara Moore's time of 23 days.

Sixteen-year-old Junior Engineering Mechanic John Jobling arrived in Singapore four days before the assault ship H.M.S. Intrepid was due to recommission here.

And as youngest member of the ship's company he found himself at the centre of the cake cutting picture after the recommissioning ceremony.

He is seen assisting Mrs. Empson, wife of the Commander Far East Fleet (Vice-Admiral L. D. Empson), while looking on is the Intrepid's commanding officer (Capt. William Staveley).

SINGAPORE CEREMONY



DAEDALUS BELL(E)S SPARKLE!

Adding to the lustre of the ship's bell at H.M.S. Daedalus, Lee-on-Solent, are Wrens Greta Melvin, from Co. Durham, and Christine Brooks, from Bolton.

Since the Arbroath-Lee merger reformed the Air Engineering School at Daedalus, the W.R.N.S. contingent has increased by 30 per cent. to a total complement of 130.

Greta, a general steward, and telephonist Chris, are part of a large team ensuring the efficient day-to-day operation of the station.

Brides trio danced in hot pants

GROOMS IN BELL BOTS

When three sailors got married on the same day at Dunfermline, Scotland, their brides turned up at the reception in hot pants.

The sailors got special licences to marry their Dunfermline girls at the register office before their ships, H.M.S. Malcolm and H.M.S. Keppel, sailed from Rosyth two days later.

Asked why they chose hot pants for the reception, the girls simply said, "Why not?"

All in step for the dance in the picture are (left to right): Richard Kendall (H.M.S. Malcolm) and Margaret Mason; Steve Dornan (H.M.S. Keppel) and Linda Horrell, and Barry Jones (H.M.S. Malcolm) and Linda Hunter.



Picture by courtesy of the Scottish Daily Express.



He's stepping out to pace the boards

FLASHBACK — to 1968 when Petula Clark was visiting Yeovilton while on location for the film "Goodbye Mr. Chips"



Master of the Islands — Charlton Heston, Geraldine Chaplin, Tina Chen. This period drama is set in the South Seas. Although the tale is somewhat long it covers much ground and makes popular cinema entertainment. (United Artists). No. 868.

Fragment of Fear — David Hemmings, Gayle Hunnicut. This film has an ingenious plot full of suspense and "red herrings," but ends rather abruptly. Nevertheless, a good suspense thriller. (Columbia). No. 869.

LATEST FILMS

Pet's back — with Chips

The group of ratings from R.N. air station Yeovilton beaming at us from the Navy News photographic files obviously had something to be pleased about.

They were acting as temporary escorts for that glamorous international singer and film actress Petula Clark who was visiting Yeovilton while on location for the film "Goodbye Mr. Chips" in that part of the West Country.

This photograph, first published in September, 1968, is recalled by the appearance of "Goodbye Mr. Chips" in the latest list of films issued to the Fleet by the Royal Naval Film Corporation.

Mr. Chips seems well advised to say goodbye since the films package also apparently contains some horrifying individuals on the prowl for reluctant blood donors. "The Vampire Lovers" are well on the familiar trail of spooky horror.

Another name prominent in the list is that of actor David Hemmings who appears in two films — "The Walking Stick" and "Fragment of Fear" — while Charlton Heston is the big name in "Master of the Islands."

HERE'S THE LIST

The Vampire Lovers — Peter Cushing, Ingrid Pitt, George Cole. This spooky nonsense is very good fun. Ghoulish and gory at times, it provides reliable entertainment for dedicated horror fans. (Anglo-EMI). No. 865.

The Walking Stick — David Hemmings, Samantha Eggar. A tender and sensitive tale with an exciting robbery scene. The plot is most credible and the film appealing. (M.G.M.). No. 866.

Goodbye Mr. Chips — Peter O'Toole, Petula Clark, Michael Redgrave. Based on the famous novel by James Hilton, this is a drama, with music, of the dedicated schoolmaster. It has many touches of humour and a strong vein of sentiment. (M.G.M.). No. 867.

"I'm just off to the theatre" may sound a strange way of doing a vocational training course, but it is real enough for Instr. Lieut.-Cdr. Lionel Taylor, who at 48 is leaving the service and looking to a second career.

And what better than the theatrical profession, which has been his deep interest for 30 years?

Lieut.-Cdr. Taylor is one of the Navy's best-known Drama Club producers, and is currently in that capacity for the Royal Naval Barracks, Portsmouth, entry in the Service contest.

His experience, however, is also extensive outside the Service as an actor and producer with leading amateur companies.

Now he is spending four busy weeks at the Kings Theatre, Southsea, before joining a repertory company to qualify for his Equity "ticket."

It is probably the first time that a naval officer has taken a vocational training course at a theatre.



Lieut.-Cdr. Taylor

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COMMISSIONING FORECAST

The latest commissioning forecast is as follows:-

APRIL

DIOMEDE (GP Frigate), April 2 at Portsmouth. Trials crew. Port Service. U.K. Base Port, Chatham. Commissioning early May. Captain's Command with full staff.

BRERETON (M/H), April 12 at Singapore. Foreign Service. Gulf. 9th M.C.M. Squadron. L.E.P.(A). U.K. Base Port, Rosyth.

WHITBY (A/S Frigate), April 13. Refit complement at Gibraltar. Local Foreign Service (Accompanied).

MAY

DIOMEDE (GP Frigate), Early May at Portsmouth. General Sea Service. Home/East of Suez/Home. Captain's Command with full staff. U.K. Base Port, Chatham.

FORTH (S/M Depot Ship), End May. Reduced refit complement at Devonport. Port Service. U.K. cooks and stewards replace L.E.P.

DEVONSHIRE (GM Destroyer), May 24 at Portsmouth. General Sea Service. Home/Med./Home. U.K. Base Port, Portsmouth.

JUNE

ENDURANCE (Ice Patrol Ship), June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home/South Atlantic, South America. U.K. Base Port, Portsmouth.

TIGER (815 Squadron), Mid-1971 at Culdrose. 4 Sea Kings. General Sea Service. U.K. Base Port, Portsmouth.

BRIGHTON FLIGHT, June 14 at Portland. General Sea Service. One Wasp. U.K. Base Port, Chatham.

JULY

ANDROMEDA (GP Frigate), July. L.E.P. cooks and stewards replace U.K. ratings.

LINCOLN (A/D Frigate), July 9. Trials crew, Chatham. Port Service.

AUGUST

VIDAL FLIGHT, August 3, transfers to Hecate (tentative).

HYDRA (Survey Ship), August at Chatham. Foreign Service (Phased). Malacca and Singapore Straits. L.E.P.(A). U.K. Base Port, Chatham.

RHYL FLIGHT, August 9 at Portland. One Wasp. General Sea Service. U.K. Base Port, Devonport.

ESKIMO (GP Frigate), August 2 at Chatham. Long refit party. Port Service.

LINCOLN (A/D Frigate), August 5 at Chatham. General Sea Service. U.K. Base Port, Chatham.

SEPTEMBER

APOLLO (GP Frigate), September. Reduced trials crew at Glasgow. Port Service (building). U.K. Base Port, Devonport.

MOHAWK (GP Frigate), Mid-September. Trials crew at Portsmouth. Port Service. Captain's Command with full staff. Commissioning January, 1972 (tentative). L.E.P.(A). U.K. Base Port, Devonport.

CHICHESTER (A/D Frigate), September 6. Special refit complement at Rosyth. Port Service.

OCTOBER

GALATEA (GP Frigate), October 4 at Devonport. Dockyard Control. Port Service.

BRIGHTON (A/S Frigate), October. Trials crew at Chatham. Port Service. U.K. Base Port, Chatham. Commissioning December.

TIGER (Cruiser), End October. Trials crew at Devonport. Port Service. U.K. Base Port, Portsmouth. Commissioning end of February, 1972.

NOVEMBER

EXMOUTH (A/S Frigate), November. L.E.P. cooks and stewards replace U.K. ratings.

TORQUAY (A/S Frigate), November. Trials crew at Chatham. Port Service. U.K. Base Port, Portsmouth. Commissioning, February, 1972.

WISTON (CMS), November. Refit crew at Gibraltar. Port Service.

DECEMBER

RHYL (A/S Frigate), December 2 (tentative). Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissioning end January, 1972.

BRINTON (M/H), December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

BRERETON (M/H), December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

GAVINTON (M/H), December at Rosyth. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

HERMIONE (GP Frigate), December. General Sea Service. Captain's Command with full staff. U.K. Base Port, Portsmouth.

JANUARY 1972

APOLLO (GP Frigate), January 28. Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissioning April, 1972. Captain's Command.

MOHAWK (GP Frigate), January (tentative) at Portsmouth. Home Sea Service. Dartmouth Training Squadron. Captain's Command.

with full staff. U.K. Base Port, Devonport. L.E.P.(A).

TARTAR (GP Frigate), January at Portsmouth. Long refit party. Port Service.

MONKTON (CMS), January at Devonport. Local Foreign Service.

BOSSINGTON (M/H), January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

HUBBERTSON (M/H), January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

RHYL (A/S Frigate), End January at Devonport. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Devonport.

APOLLO FLIGHT, Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.

ARIADNE FLIGHT, Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.

FEBRUARY

BRIGHTON (A/S Frigate), February 15 at Chatham. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Chatham.

MATAPAN (Destroyer), February 24. Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissioning June 30 for AUWE trials.

PENELOPE (GP Frigate), Mid-February at Chatham. Long refit party. Port Service.

KENT (GM Destroyer), Mid-February (tentative). Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissioning June (tentative).

TIGER (Cruiser), End February at Devonport. General Sea Service. U.K. Base Port, Portsmouth.

RUMA (A/A Frigate), February 7. Base Port changes to Portsmouth.

APRIL

TORQUAY (A/S Frigate), April 7 at Chatham. Navigational and MEO training. Home Sea Service. U.K. Base Port, Portsmouth.

DIDO (GP Frigate), April (tentative) at Devonport. Dockyard Control. Port Service.

LEANDER (GP Frigate), April (tentative). Trials crew at Devonport. Port Service. Commissioning June 9 (tentative).

APOLLO (GP Frigate), April (tentative). General Sea Service. Captain's Command.

MAY

BACCHANTE (GP Frigate), Base Port changes to Chatham.

JUNE

ARIADNE (GP Frigate), June at Glasgow. Reduced trials crew. Port Service. U.K. Base Port, Devonport.

LEANDER (GP Frigate), June 8 at Devonport. General Sea Service.

In her first fishery patrol for five months H.M.S. Soberton (pictured below) made five arrests in four weeks.

January and February are normally fairly quiet months for fishing around the British Isles, but this year vast shoals of sprats descended into the North Sea, followed by the fishing fleets.

H.M.S. Soberton, following her three-month refit, work-up and inspection, was diverted from the English Channel to the North Sea to keep a watchful eye on a large Danish fleet in the area.

At times there were as many as 60 contacts showing on her radar within five miles,

SPRATTERS BEWARE!

and her ship's company were "watch on, stop on" at poaching stations, identifying, boarding and arresting trawlers.

So there was welcome

respite when the Soberton, commanded by Lieut.-Cdr. P. B. Rowe, got back to base at Port Edgar for a two-week maintenance period at the end of February.



JULY

TRIUMPH (Fleet Maintenance Ship), July. C and M party at Chatham. Port Service.

LONDON (GM Destroyer), July. Long refit party at Portsmouth. Port Service.

SEPTEMBER

ARIADNE (GP Frigate), September. Trials crew at Devonport. Port Service. Commissioning July (tentative).

NOTES

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

When the word "phased" occurs followed by two dates the recommissioning process will be spread over the period indicated.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

'Continuous' dates

The timetable for the issue by H.M.S. Centurion of drafting plans for the changeover to continuous commissions has been cancelled, and the following substituted (in brackets are the last commissioning dates).

Month in which drafting plan will be issued:

February, 1971, Londonderry (Dec. 3, 69), Salisbury (Feb. 12, 70), Bulldog (June 24, 70), Beagle (June 24, 70).

March, 1971, Argonaut (Jan. 22, 70).

April, 1971, Juno (Jan. 8, 70), Scylla (Jan. 22, 70).

May, 1971, Danae (Mar. 5, 70), Leopard (June 11, 68).

June, 1971, Achilles (July 21, 70), Lowestoft (April 23, 70).

July, 1971, Ark Royal (Feb. 24, 70).

August, 1971, Hecla (Jan. 13, 70), Hecate (Jan. 27, 70), Fox (Feb. 12, 70), Fawn (Feb. 12, 70).

September, 1971, Norfolk (May 4, 70).

October, 1971, Lynx (July 10, 70), Arethusa (June 2, 70).

November, 1971, Jaguar (Oct. 8, 70).

December, 1971, Gurkha (Oct. 16, 70).

January, 1972, Falmouth (Dec. 16, 70).

February, 1972, Rothesay (Jan. 5, 71).

March, 1972, Antrim (Nov. 23, 70).

April, 1972, Blake (Nov. 10, 70).

May, 1972, Intrepid (Jan. 10, 70).

June, 1972 (Feb. 15, 70).

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Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will arriving four months before the final manning date.

AUGUST, 1971

ODIN, At Portsmouth. Final manning date, August 6.

ANDREW, At Portsmouth. Final manning date, August 12.

OLYMPUS, At Devonport. Final manning date, August 13.

RORQUAL, At Rosyth. Final manning date August 27.

Drafting preference cards for electrical

volunteers are required by early April. Drafting preference cards for other branch volunteers are required by late April.

SEPTEMBER, 1971

ONSLAUGHT, At Devonport. Final manning date, September 17.

Cards from electrical volunteers required by late April. Cards from other branch volunteers required by mid-May.

A top squadron celebrates



The Flag Officer Carriers and Amphibious Ships (Rear-Admiral J. D. Treacher) visited R.N. air station Culdrose to present 824 Naval Air Squadron with the Australia Shield, awarded annually to the naval front-line squadron achieving the highest state of operational readiness in the preceding year.

The squadron, which has six Sea King helicopters, is an anti-submarine squadron commanded by Lieut.-Cdr.

Lawrence Hallett. Last year it spent six months embarked in H.M.S. Ark Royal, and later this year it returns to the carrier.

In the picture a group of squadron members celebrate with champagne after the shield presentation.

Rear-Admiral Treacher also presented certificates of commendation from the Commander-in-Chief Western Fleet to the crew of one of the squadron's Sea Kings which rescued

members of the crew of the German motor vessel Leda in distress in the North Sea last October.

The pilot of the helicopter, Lieut. Barry Randle, has already received a medal for the operation at a ceremony at the German Embassy in London. Other crew members concerned are: Co-pilot, Sub-Lieut. Geoffrey Newman; observer, Sub-Lieut. Richard Stephenson; crewman, CPO David Sweet; diver, L/Ck Mather.

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How Albion gets the results!

SHIPS
OF
THE
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NAVY

To about 500 West Bromwich football fans who were due to visit H.M.S. Albion at Portsmouth on March 14, here was a proud ship highly honoured, of course, to carry the name of their team around the world.

From an insight into the eventful life of the Royal Navy's sixth H.M.S. Albion — 23,000-ton aircraft carrier turned commando ship — they would learn that she has carried that name all over the globe from Far East to Arctic via such diversions as the Suez crisis, the Indonesian confrontation, and Aden.

Having just returned from the Arctic, where she took part in a series of cold weather warfare trials and Exercise Clockwork, she was in Portsmouth to grant leave. Now she is on her way to the Far East.

But this was the latest chapter in the Albion's story which began when a light fleet carrier of the Hermes class was laid down by Swan Hunter and Wigham Richardson at Wallsend-on-Tyne in March, 1944.

She was launched on May 6, 1947, by Mrs. Clement Attlee.

But aviation progress and the introduction of jet aircraft to the Royal Navy heralded changes in carrier design which included giving the Albion an angled deck.

The ship was completed in May, 1954, and left Portsmouth that September for the Mediterranean.

In 1956 she was back in the Mediterranean at the height of the Suez crisis.

Dawn strike

Air strikes against targets in Egypt were begun by the Albion's squadrons at dawn on November 1, when Sea Hawks and Sea Venoms were launched against the airfield at Al Naza, six miles from Cairo and 130 miles from the Fleet.

Strikes went on during that and the next day, when a Sea Hawk squadron used rockets for the first time in these operations.

The ship's aircraft also provided air support for the drop of parachute forces on November 5, and as soon as Gamil airports, near Port Said, had been secured — though still under fire from snipers — Skyraiders and helicopters from the Albion landed with water and medical supplies, and helped evacuate the seriously wounded.

One achievement by the helicopters was the delivery of operation orders around the naval force at night with no moon.

Before returning to Malta on November 29 that year, the Albion had completed well over 2,000 sorties in two and a half months.

In July, 1958, during her third commission, she took military equipment, vehicles and 42 Commando, Royal Marines, from Portsmouth to Malta when it was considered necessary to send a force to Jordan after a revolt in Iraq.

Albion converted

The next 18 months or so saw the Albion voyaging in the Far East and in South African and South American waters and the Mediterranean before she was taken in hand at Portsmouth in January, 1961, for conversion to a commando carrier.

In August, 1962, the Duke of Edinburgh was there to see the "new look" Albion recommissioned.

Between leaving Portsmouth on November 3, 1962, and returning on April 15, 1964, she steamed 85,000 miles, carried more than 12,000 troops and sent her two helicopter squadrons on more than 10,000 operational sorties involving the deployment of 35,000 troops and airlifting 350,000lb. of stores.

The Albion was heading across the Indian Ocean for Singapore when the Brunei Rebellion broke out in December, 1962, and she was sent on a 3,000-mile high-speed dash to the troubled area.

After a few weeks supporting her helicopter squadrons and L.C.A.s in intensive operations against the rebels, she went to Singapore, leaving 845 Squadron to continue military operations and, later, relief work when disastrous floods hit northern Borneo.

"Commuter"

In 1963, during Malaysia/Indonesia border troubles, 845 and 846 Squadrons were heavily committed ashore while the Albion "commuted" between Singapore and parts of North Borneo with reinforcements of troops, aircraft and stores.

Then followed a 12,000-mile high-speed journey to Tobruk and back to collect R.A.F. helicopters to replace her own squadrons ashore.

Later she was supporting both her squadrons ashore in locations almost 1,000 miles apart by sea.

Unrest in East Africa sent the Albion back to the Middle East to serve as a commando ship ready, if necessary, to land a fighting force at short notice.

Back in the Far East in 1965, she served for 18 months in operations in support of forces involved in the Indonesian confrontation.

Aden support

Leaving the U.K. in 1967 for the Far East, an abiding memory of home was provided by Billy Smart's circus giving a performance on the flight deck.

In Aden the Albion supported 42 Commando R.M. They were the last unit out of Aden and their commanding officer, Lt-Colonel Dai Morgan, was the last member of the unit to leave in the 848 Squadron aircraft.

Since the Albion came home from the Far East in July, 1969, she has largely spent her time in U.K. or European waters.

Her programme during the past six months has included participation, with Marines of 42 Commando, in Exercise Deep Express involving Greek, Turkish, American and British forces in Northern Greece, and a later exercise in Corsica, where the commandos encountered the French Foreign Legion on their home ground.

Now, after her experience of the Arctic cold, the Albion is on her way to the Far East heat. Variety, they say, is the spice of life.

Line of six that began at Deptford

The Royal Navy's first two Albions were built at Deptford, the first being a 74-gun ship of 1,662 tons launched on May 16, 1763, and the second an armed sloop of 366 tons dating from 1798.

After many actions between 1803 and 1827, the third Albion, a 74-gunner of 1,740 tons, was broken up at Deptford in 1836.

The fourth, a 90-gun ship of 3,110 tons was launched at Devonport in 1842. In 1861 she was fitted with a propeller and a steam engine of 1,835 h.p. She was sold in 1884.

The fifth, a twin-screwed first-class armoured battleship of 12,950 tons was launched at Blackwall in June 1898.

In 1914 she was the flagship of the Rear-Admiral, Second in Command, Third Battle Fleet.

She took part in the bombardment of Turkish defences in the Dardanelles. She was sold in 1919.

H.M.S. Albion

PHOTO POSTCARDS

Postcards of H.M.S. Albion or any other ship in this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

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Other ships in this series are: Abdiel, Acheron, Adamant, Agincourt, Aisne, Albion (Pre Mod.), Alderney, Andrew, Apollo, Arethusa, Ark Royal (Pre Mod.), Ark Royal (Mod.), Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake, Brave Borderer, Brighton, Britannia, Bulwark (Pre Mod.), Bulwark (Mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod.), Eagle (Pre Mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Fin-whale, Forth, Galatea, Gambia, Girdle Ness, Giamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Jupiter, Kent, Kenya, Layburn, Leander, Leopard (Mod.), Leopard (Pre Mod.), Lincoln, Lion, Liverpool, Llanduff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod.), Lynx (Pre Mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Protector, Plymouth, Porpoise, Puma, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyll, Roebuck, Rothesay, Russell, Salisbury (Mod.), Salisbury (Pre Mod.), Scarborough, Scorpion, Sealion, Sheffield, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undaunted, Undine, Ursa, Valiant, Vanguard, Vidal, Virgo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolaston, Yarmouth, Zest, Zulu.

Capt. James G. Jungius — formerly Chief Staff Officer to the Commander, British Navy Staff, Washington — assumed command of H.M.S. Albion on January 5.

Covered all over in — the Arctic!



Snowy tracks, helicopters — and, by gum, it's cold on that flight deck! H.M.S. Albion (more often in warmer climes) presented this unusual picture when she was in wintry Norwegian fjords for cold weather operating trials and Exercise Clockwork, an Arctic warfare training period for Royal Marines of 45 Commando based ashore in the area. It seems they needed snowploughs to clear the deck.

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Letters to the Editor

Bachelors of property?

Introduuction of the Military Salary would appear to have opened the way for yet another step in the effort to bring some semblance of equality in the status of married and single members of the Forces.

Because a man wishes to remain single it does not necessarily mean he has no intention of one day owning a home of his own.

I am sure that there are those who would be grateful for the

'Critic' is Criticised

In reply to "Critic" (February issue) and his somewhat rash statement that Navy News takes 32 pages to say nothing, I feel he is overlooking the whole object of the publication, which is to inform and keep Jack up to date about what is going on in the Service — not to make a stand on this or that issue.

Perhaps "Critic" would like to see Navy News turned into a 32-page "drip chit," but I for one would not. I buy the paper for the information and articles it contains, not to listen to someone drain out and have a good drip at the expense of other items in the publication.

J. MacPherson,
(L. Reg.)

R.N. Patrol,
H.M.S. Tamar.

opportunity to be included in the Home Loans scheme. Anyone without close family ties at the time could well afford mortgage repayments in addition to accumulating suitable furnishings.

Obviously the same rules regarding length of service engagement would still have to apply, but any Government scheme to assist single men in this way must inevitably have a good effect on recruiting. I say a Government scheme because assistance may be required to overcome the reluctance of finance companies where the granting of mortgages to single persons is concerned.

The fact that there are building societies, investment trusts, etc., who will aid those willing to save does not mean that when the time comes a man can be sure in his own mind of having a home.

On retirement there would be the need to acquire temporary

Save the Belfast!

What a pity a fine ship like the Belfast is to be scrapped. Many ships of the American Navy as old as the Belfast were converted to carry guided missiles — like the U.S.S. Boston.

Come on I say, let's save the Belfast!

B. M. Russell

Plymouth.

accommodation during the acquisition of a mortgage and the ensuing legal paraphernalia. Far better that the house is already in the man's possession.

Any man re-engaging should have the opportunity to enter into some scheme on these lines to ensure the provision of permanent accommodation, and the satisfaction of his natural desire to have roots. This would also assist the changeover to civilian life.

R. H. D. Osbourne,
(LRO (G))

Whitehall, S.W. 1.

'STOKER FLOOD' VANISHED

Your correspondent who asked about "Stoker Flood" (February issue) may be interested to know that during intensive research by the authors of "The Judy Story" (the dog which was ship's pet of H.M. ships Gnat and Grasshopper) they could learn little about the Chinese boy.

After H.M.S. Bee adopted the flood victim, he was borne on the books of the Bee as a stoker (on pay) and sums of money were forthcoming to further his education, but after a time he just vanished into the vastness of China — maybe to become a mandarin!

Vic Oliver

Chairman, Yangtze River
Gunboatmen's Association.

Caledonians

With regard to your letter "Caledonians" (January issue) we, the Chippy's staff in H.M.S. Endurance claim to be solely "ex-Cale boys."

Although we are only a small staff, consisting of an engineer officer, Lieut. Taylor MEA(H), D. Marsh, and MEA(H) D. J. Rainer, we feel it right to challenge Chief Shipwright Brown's claim.

D. J. Rainer.

H.M.S. Endurance.

Thanks to friends

On this first anniversary of the death of my husband, AAI E. B. Jones, I would like to thank my naval friends, and especially the chief petty officers at H.M.S. Fulmar, who have been most kind to my daughter and myself, and stood by us through a very trying time.

Their kindness and thoughtfulness will never be forgotten.

Elizabeth Jones

Elgin, Scotland.



Russian admiral is piped on board

A Russian rear-admiral was piped on board the 2,500-ton Tribal-class frigate H.M.S. Eskimo (above), one of the warships from all over the world which, for the fifth successive year, gathered in the small Red Sea port of Massawa for a week of social, sporting and nautical events.

Rear-Admiral Kruglyakov, with an interpreter, visited the Eskimo when ships from the U.K., U.S.A., U.S.S.R., Iran, India, France, Italy and the host country, Ethiopia, were in Massawa for celebrations marking the graduation of cadets and midshipmen from the Ethiopian Naval Academy.

The Royal Navy was represented by the Commander Naval Forces Gulf, Commodore Sir Peter Anson.

Week's highlight

Highlight of the week was the passing-out parade reviewed by the Emperor of Ethiopia, Haile Selassie, at the Massawa naval base.

Britain was represented by an Army band for the first time in the parade, in which contingents from all the visiting navies marched. The pipes and drums of the 2nd Battalion, Royal Irish Rangers, based in Bahrain, received a big welcome from the Ethiopians. Also on parade was a contingent of Royal Marines from the Eskimo.

Manoeuvres

The United Kingdom excelled in the sports events, beating the Russian team in the final of the tug-of-war for the second year running, and winning the boat pulling contest which meant rowing the length of Massawa harbour in 12-man gigs.

The Royal Navy was third in the track and field events to the Ethiopians and the Russians. The Russian team was drawn from the Kotlin class destroyer Blestyashchiy.

The week ended with naval manoeuvres off the Ethiopian coast in which all the visiting navies took part, and with a ceremonial steampast and salute to Emperor Haile Selassie aboard the French flagship Enseigne Henry.

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Dad's got an eye for the dolly girls!

I hope you don't think I am being rude, but as an ex-sailor's daughter I am always being told how lucky I am to get a good education.

I am always especially told off about my spelling, so I would like to point out that in your March edition, on the front

page, you have a spelling error — "son" for "soon."

Dad enjoys receiving his copy of Navy News each month, and is thinking of joining again,

because there were no dolly girls in the Service in his day.

Jacqueline

Hayes, Middlesex.

Bad luck, Jacqueline, being chased about your spelling. It is easy for us when we make a mistake. We just say it was a "printer's error!" — Editor.



HOW TO ESCAPE — WITH 'LOOT'!

"Don't forget my pay," he might have said — but it was all a bit of a gimmick after escape trials conducted by the Submarine Command Escape Officer and his team from H.M.S. Dolphin.

After the professionals finished trials down to 300 feet, 16 volunteers from H.M.S. Repulse (Starboard) completed escapes from 140 feet, including the Supply Officer, Lieut. Gordon Marr. He surfaced with the pay packet for Leading Seaman David Wardle, who had been manning the underwater telephone link on board the fleet tug Eminent.



Following is the list of chief petty officers selected for fleet chiefs:

SEAMEN

Gunnery instructor — J R Griffith (Cambridge), G J Hampton (Excellent), G S Hanney (Excellent), J V Heyburn (Excellent), I Inray (Excellent), D J MacDonald (Osprey), J S McKnight (Excellent), T Smith (Excellent), C H Thorpe (Cambridge), D E Williams (Cambridge).

Torpedo anti-submarine instructor — J K Ashton (Osprey), W T Hanneman (Terror), A R J Hunt (Dolphin), A D Lomas (Raleigh), D Manders (Vernon), W T Neal (Osprey), D W Pearce (Victory).

Plotting and radar instructor — F J Brown (FOFWF), J D Harker (Victory), J H Newing (Dryad), J M Smith (Dryad).

Staff physical training instructor — W G Buck (Terror), R F Dagger (Victory), G W Humphrey (Ganges), K Ogden (Victory), G Stretton (Daedalus).

Clearance diving — R H Holland (Vernon), D G King (Eagle).

Boat trained — L Curle (Cochrane), A E Tate (Blake).

Fire control — W J Feltham (Glamorgan).

Quarters rating — W R Dunleavy (Neptune).

Radar plot — F Allford (London), P E Bailey (Pembroke), M E V Hedington (Daedalus).

Underwater weapon rating — W H A Davies (Fife).

REGULATORS

Master-at-arms — W R Bolt (Drake), A Bryant (Drake), H Davies (Royal Arthur), S J Gregory (Vernon), W T Hannigan (Ark Royal), M W Jones (Sultan), A C Nicholls (Blake), G C Pullen (Sultan), H Tebb (Victory), T Wilkinson (Eagle).

Coxswain — J R Allen (Victory), G C Blackmore (Royal Arthur), G W Drummond (Osprey), V O Jones (Eskimo), R R Ayres (Excellent), N D G Glover (Renown), R G M Harris (Dolphin), A G Smith (Swiftsure).

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THE FLEET CHIEFS

Navy News is grateful to all concerned for the decision to bring forward the Naval General Message by a day, in order to ensure publication of the FCPO names in this month's issue.

French (Antrim), K J Paine (Blake), D G Sutton (Cochrane).

MEDICAL

Medical assistants — D W England (Raleigh), D G Fearnley (Drake), T C G O'Hagan (RM Plymouth), P W Peasey (Haslar), D W M Soudsby (Eagle), G Taylor (Haslar), D R W Whyler (Haslar).

Medical technicians — G W Hampton (Haslar), L A Russell (R.N.H., Plymouth).

ENGINE ROOM

Propulsion — R Ainsworth (Hampshire), P W Allerton (Phoenix), C Bailey (Repulse), J E Barber (Rorqual), I S Blaikie (Scylla), A W Burton (Dolphin), K Canning (Sultan), R A Charity (Collingwood), P M Clarke (President), B J Clear (Britannia), T D Clegg (Neptune), F P Costen (Forth), J Couch (Sultan), J G Dale (Churchill), E R Fell (Endurance), A E Goodburn (Dolphin), D H Grout (Sultan), R M Lamont (Resolution), D E Lancaster (Porpoise), R J Lawrence (Victory), H A Mason (Sultan), G A Massey (Sultan), R C Nicholson (Reclaim), R E Osman (Tyne), G Pagett (Cochrane), E D Pomeroy (Fearless), W M Reid (Vulcan), D Ringer (Hydra), D M J Saville (Vulcan), J L Selby (Sultan), R S G Sheldon (Norfolk), D Thorne (Tamar), S M Tilford (Victory), P G E Tuck (Victory), L J Wat-

son (Tyne), W C West (Osprey), F C Whitaker (Sultan), D C Wilson (Pembroke).

Mechanician — A C Howlett (Wiston), J Hymas (Dolphin), J F W Kelland (Berry Head), H C Kemp (Fox), A J J Longhurst (Aurora), A W Pitts (Sultan), T H Smith (Lynx), N A H Thurston (Orpheus), W A Baxter (Norfolk).

Hull — R W Beresford (Osprey), F G Boynes (Berry Head), A U Brown (Britannia), J W Coventry (Ark Royal), T E Dale (Vernon), H J Davies (London), G A Dopsen (Vernon), M G Elliott (Pembroke), A E Hocking (Tamar), S J Hood (Cochrane), E J Husband (Eagle), R J King (Drake), D H Mann (Sea Hawk), D R Milton (Osprey), A F Moon (Raleigh), R R Precey (Victory), J C Puckey (Collingwood), R Taylor (Daedalus), J C Wellman (Caledonia), J D Yates (Ark Royal).

Engineering mechanic — W G C Brown (Euryalus), G M Burkett (FOCAS), F T Castle (Blake), J H Dare (Ark Royal), C E Earl (Victory), C W Eldred (Minerva), D Finch (Minerva), J C Gale (Victory), J R Hankin (Albion), B H Holland (Tartar), P Jordan (Norfolk), D W M Large (FOCAS), K J Lilley (Eagle), D J Marsh (St Angelo), N G MacMurdo (Aethusa), P Mervyn (Bulwark), C O'Donnell (Ark Royal), V W Park (Dolphin), R J Patey (Diomedes), H K Rigg (Terror), A S Slater (Hermione), R Stopford (Dolphin), J E K Thomas (Londonderry).

WEAPONS AND ELECTRICAL

Radio electrical artificer — J Bell (Neptune), A G Gissing (Neptune), B M Jones (Neptune), R C Pengelly (Neptune).

Radio electrician — F R Barriskell (Forest Moor), P W Duffy (St Angelo), C H Headon (Tiger), T R Hitch (Jupiter), R S Hughes (Antrim), F G Jefferson (Lowestoft), E B Kipling (Mauritius), R C Levey (Collingwood), R G Little (Dolphin), C G Lomas (Mauritius), D W Moore (St Angelo), R H Saunby (Osprey), E Urry (Collingwood), F C Wilkinson (Dolphin), B Wright (Euryalus).

Control electrical — J A Arnold (Minerva), R Bamber (Collingwood), B N W Baxter (Eastbourne), G F Beale (Triumph), C S Beaumont (Victory), R W Christian (Tartar), S G Cox (Rothesay), C C Dolmore (Tenby), D J Down (Collingwood), M G Duckett (Triumph), B E Dunn (Osprey), D G Eaton (Tartar), R A Field (Britannia), J V Hart (Repulse), R Hazeldine (Salisbury), C B Hillier (Neptune), P Hobbs (Argonaut), D Litchfield (Collingwood), N G Prior (Pembroke), P Robinson

(Scarborough), G J Ruby (Collingwood), J M Sherman (Triumph), J F Simmons (Victory), P W Stilwell (Collingwood), D R Thorne (Vulcan), W T Winthorpe (Neptune).

Mechanicians — J V Goldsmith (Galatea), M J Jones (Excellent), L C Jordan (Victory), C M Nicholls (Danse), J C Buckley (Dido), F Christophers (Achilles).

Control electricians — R Bushell (Tyne), A R F Carmichael (Cambridge), R Graham (Neptune), R E Hoar (Ulster), F Holberry (Tyne), D H Neville (Dido), T Walters (Neptune), F J Wright (Mercury).

Ordnance electricians — F W Beer (Britannia), P Cubitt (Cachalot), I R F Foster (Phoenix), J A Gibson (Dolphin), D P Gourlay (Hermes), D M Gray (Reclaim), J N Grindell (Graham), M K O'Neill (Forth), W E Paxman (Collingwood), D R Portman (Rothesay), P A Trivett (Hermione).

Ordnance EL Artificers — J M Biggins (Eagle), J A Carlton (Norfolk), G Dennis (SPPART49), P C Eaton (Neptune), B A R Evans (Euryalus), M J Ford (Diomedes), B B Green (Forth), S W Hastings (Excellent), P Hoy (Jupiter), T J Kennedy (Devonshire), P J May (Pembroke), J P McSherry (Tenby), R Merris (Victory), B A Montgomery (Kent), A J Payne (Collingwood), J Perry (Rooke), W R C Sawyer (Falmouth), F Sharp (Dolphin), R J Stood (Vernon), F C Ward (Vernon).

Mechanicians — L J Painter (Dolphin), V G White (Salisbury), J D Winteridge (Endurance).

FLEET AIR ARM

Aircraft Artificer (AE) — A A Clark (Seahawk), R Cunningham (Heron), T A J Griffiths (Daedalus), D G Humphrey (Fulmar), G E Jones (Heron), T G E A Lang (Osprey), A J Lilley (Heron), B L Martin (Heron), J H Stringer (Heron), A Titherington (FONAC).

Aircraft Mechanician (AE) — R Butcher (Ark Royal), R J Glenister (Fulmar), R H N Saunders (Bulwark), F H Stanford



(Heron), J C Williams (Daedalus).

Marine Eng. Art. (MW) — T W Quayle (Triumph).

Elect. Art. (Air) — N K Allen (849B Flight), G A Baldwin (Fulmar), J Clarke (Fulmar), B J H Dew (Daedalus), E Goodwill (848 NAS), A J Ingram (845 NAS), D Layton (Osprey), V T Redwood (899 NAS), A J Ryman (Osprey), A J Scutt (Fulmar), L R Thring (Albion).

Radio Elect. Art. (Air) — D C Anderson (Seahawk), D H Durham (Bulwark), A J Eales (Daedalus).

Radio Elect. Mech. (Air) — A A Lockwood (800 NAS), R A Parsons (Heron), T E Radley (Fulmar), J A Saunders (892 NAS).

Air. Art. (O) — K Costello (Fulmar), R L Nichols (FONAC), R W Wood (Excellent).

Air. Mech. (O) — H E Lambert (Heron).

Chief Air. (AE) — F E Clarke (Heron), E Collins (Eagle), R Neate (Seahawk), K Scott (Albion).

Chief Air. (Phot) — C J Robinson (Simbang).

Chief Air. (SE) — D C E Harper (Heron).

Air Fitter (AE) — G W Brazier (Seahawk), P W J Halliday (Daedalus), P H Jones (Daedalus), D Johnston (Heron), R C S Kentsbeer (845 NAS), H S Lofts (800 NAS), C B Scott (Ark Royal), R A N D Temple (Simbang), F Wray (Fulmar).

Chief Elect. (Air) — B L Boyce (Seahawk), A V Hinton (899 NAS), T Jackson (Goldcrest), J H S Lach-Szyrma (Condor), W Lamb (FONAC), V E Ludkin (892 NAS), F S Shaw (Daedalus).

Chief Radio Elect. (Air) — R M Collins (Seahawk), W J Eley (Seahawk), W J Payne (Heron).

Chief Air Fitter (O) — W H Dennis (Seahawk), J C Graham (Heron), B C Lawrence (Seahawk), A C Longly (Heron).

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			PO Wtr	L Wtr	CPO SA
			461	312	1698
			PO SA	L SA	CPO CK(ex S)
			752	646	2070
			PO CK(ex S)	L CK	CPO Std
			1086	556	2170
			PO Std	CPO CK(ex O)	PO CK(ex O)
			433	1974	796
			MAA	MAA(ex Coss)	RPO
			1300	1494	692
			CMEA(H)	CMEM	LMEM
			743	2141	480
			Ch C EI	Ch O EI	Ch R EI
			1896	1425	1465
			CRS	RS	LRO(G)
			1715	762	837
			CRS(W)	CCY	CY
			552	1331	676
			LRO(T)	Ch Med Tech	CPO MA
			408	439	684
			PO MA	L MA	CAI(AE)
			850	774	919
			PO A(AE)	LAM(AE)	CAI(O)
			398	1362	
			PO A(O)	LAM(O)	CA(AH)
			254	330	1962
			PO A(AH)	LA(AH)	CA(SE)
			866	381	1224
			PO A(SE)	LA(SE)	CA(Phot)
			742	223	718
			PO A(Phot)	LA(Phot)	CA(Met)
			444	458	969
			PO A(Met)	Ch E(Air)	PO E(Air)
			NII	1744	204
			Ch R E(Air)	PO R E(Air)	LREM(Air)
			2169	306	347

The following rosters are "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: CMEA(Py)Ch Mech, PO MEM, LEM(Air).

The following rosters are "dry": L Std, CCEA/Ch CE Mech, PO CE EL, LCEM, COEA/Ch OE Mech, PO O EL, LOEM, CREA/Ch R Mech, PO R EL, LREM, RS(W), LRO(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(Air), CREA(Air), Ch EI Mech(Air), Ch R EI Mech(Air), LA(Met).

FOR WHEN HIS SHIP COMES IN . . .

The attractive lounge bar at the Royal Fleet Club, Devonport, has a vast window providing views over the Tamar.

A 'holiday home' in the West

Sometimes Navy News is approached by a wife who asks, "Would you suggest a suitable place where we could stay when my husband's ship puts into —."

Well, even if we had an encyclopedic knowledge of all the accommodation in all the ports — which we haven't — it would still be a difficult question.

The key word is, of course, "suitable." For while plenty of people might look favourably on a modest but comfortable "b. and b." for the occasion, there are undoubtedly considerable numbers whose ideas run to something a little more exotic for such family "landmarks."

Transformation

Plymouth, deep in the West Country holiday belt, is a port where holiday accommodation is not always easy, particularly in the summer months, so the introduction of family accommodation to the Royal Fleet Club at 12, Morice Square, Devon-

port, fills quite an important need.

Generations of matelots who have used the club since it was founded in 1853 would be somewhat surprised at its transformation into a comfortable modern "holiday home" catering for wives as well as sailors.

While the club still has plenty of "singles" (32 cabins), there are now 19 double rooms, a dozen of them for families and seven for Wrens and nurses.

Efforts are made to give priority of booking to couples where the husband is in port for the arrival or departure of his ship, and the club likes to keep stays reasonably brief to give as many people as possible a chance to use the facilities. The advice is book as early as you can.

Visitors are impressed by the quiet luxury and contemporary decor of the club, which

includes two attractive bars, one of them a lounge with vast window commanding views over the Tamar. There is also a spacious ballroom and a restaurant.

The charges

The double rooms are in a wing separate from the rest of the club, but within the same building. Individual cabins, which are upstairs, are also light, bright and cheerful, and all bedrooms have hot and cold water and piped TV.

The charge for double rooms is from £1 a night, and single rooms cost from 50p a night. Meals are purchased separately. Babies' cots can be provided free of charge.

Modernization work started about four years ago, and various funds assisted to allow completion of the ground floor work, including the King George V Central Aid Fund, Nuffield Trust and the Sailors' (Tot) Fund.

The committee

Nine ratings from Plymouth establishments and ships serve on the Management Committee, with the Flag Officer, Plymouth, as club president and the Commodore of H.M.S. Drake as chairman.

Secretary-Manager is Mr. T. E. McEvoy, and telephone numbers of the club are Plymouth 52723, 52866 and 51707.



JUNO HEADS EAST

When King Neptune and his Court visited H.M.S. Juno, the commanding officer (Capt. K. Vause) was commanded "to submit to such pains, penalties and excruciating agonies as may be decreed by His Phosphorescent Majesty."

Despite the close attention of the barber and industrious ducking by the bears it was noted that the captain's cigar remained alight and in place throughout his ordeal.

H.M.S. Juno was on her way to the Far East after leaving Chatham. The ship met severe weather on the way to Gibraltar, but the only major casualty was

the newly-embarked minivan, which was converted into a battered three-wheeler by one "rogue" wave.

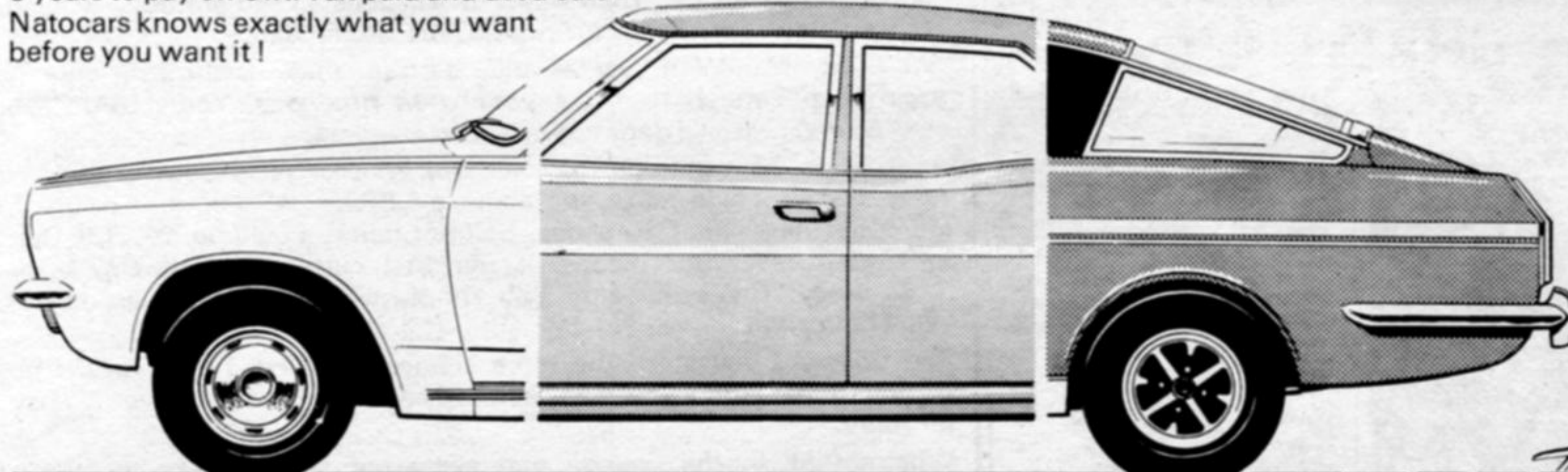
The ship spent two days in Gibraltar, before leaving in company with H.M.S. Zulu. An overnight stop at Freetown was followed by six days in Simons-town, on the way eastwards.

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A PAGE FOR FAMILIES

*It's a fair question...***... But, alas, this travel cannot be equal**

"Fair shares for all" — that dream of the perfect world — seldom matches life as it has to be lived, and one of the imperfections for wives with the Royal Navy concerns the opportunities to relax in the sunshine of faraway places.

A month ago, the Families Page gave a picture of a bride of two years, who has been fortunate enough to visit Singapore, Malaysia, and Cyprus, and is now hoping to join her husband, a leading steward, in Gibraltar.

"I feel I must write," said reader Mrs. Maureen Miller, who is married to a PO Seaman radar plotter.

"Can anybody tell me how people manage to get married accompanied? I have been married six years, and my husband has put in for two accompanied drafts, only to get a ship straight away.

"We have friends who were promised an accompanied draft 11 years ago, and now a year before he is due outside after serving 22 years, they still have not been abroad together.

"This does make one feel very put out. Wouldn't it make you feel the same way?"

It would indeed, Mrs. Miller, and all the families who have been similarly disappointed.

The allocations

The fact is that married accompanieds have always been the exception rather than the rule, and the allocations are on the basis of the jobs to be done — not on an equal sharing among all ratings.

Thus such categories as medicals and writers have a far greater chance of a married accompanied overseas than, say, seamen, electricians, and mechanics.

All the Navy can say is that among the men available at any given time, they are strictly fair to all in the same category.

There is another point here that wives — and husbands — may like to bear in mind.

"What did he volunteer for?" is always the question which Navy News faces in queries such as that from Mrs. Miller.

For instance, it wouldn't be much use for an electrician to put down his first preference as "Moscow," when there are only two married accompanieds there — both for writers.

Study list

On the DCIs page (10) there is reference to DCI 174/71, which gives a list of "where the jobs are," and this will repay careful study by all who seek to get the best value out of their Preference Cards.

By the end of this year there will be very few chances of a married accompanied overseas. Only a handful of billets will

That sunshine they dream about... Soaking it up in the garden of the Commodore Superintendent, Singapore, are members of the Naval Base Red Cross Group making blankets for an old men's home for the chronic sick. Naval wives visit the home every week to provide extra food and other gifts for the 27 inmates.

exist in such places as Hong Kong, Malta, Gibraltar, Mauritius, Mombasa and the West Indies.

There will still be chances, however, for wives to join their husbands for a holiday abroad when ships are certain to be remaining in one place for a few weeks.

Tribute

Incidentally, when Navy News telephoned Mrs. Miller to discuss her letter, she added this:

"I don't want anyone to think I am complaining. I just wanted to know how the system worked.

"I would also like to add a tribute to the Navy. We have had a spot of difficulty recently, and my husband was given a compassionate drafting.

"The Family Welfare could not have been more helpful, and I am most grateful to them for what they did."

A CHRISTENING ABOARD

Happy families aboard H.M.S. Palliser when the Rev. Peter Gregson, the Portland Squadron Chaplain, held a christening. Left to right are Mrs. Marion Polkinghorne with Karen Elizabeth (10 months) and husband Barry, a PO cook; Mr. Gregson; Mrs.

**Old lady with a bright idea**

When men of H.M.S. Aurora installed electricity in a Hong Kong village, the people greatly appreciated the practical friendship, but one old Chinese lady wasn't quite so happy.

She pleaded that all the neatly-concealed wiring be redone, as it was pointless to her to have her house electrified if no one could see it!

A Navy 'town' grows even bigger

For Royal Navy families there is more than usual interest in the handing over of the first of 751 married quarters in the third and final phase of the Rowner estate — the Service's "town" at Gosport.

Enormous efforts have been made by the Admiralty to push ahead with their building programme, and it is both fortunate and unfortunate that attainment of some of the aims should have coincided with the impending return of hundreds of families from the Far East.

Had the building programme not been in full swing, coping with the influx might well have been very worrying, and had the repatriation not been necessary, the MQ waiting time in the U.K. could have been greatly improved.

Need still more

Handing over the married quarters, the Secretary (Housing and Construction) Department of the Environment, Sir Michael Cary, said that 12,000 quarters had been built for the Navy since the war.

the moment people had to wait six to eight months to get into a married quarter when they moved to Portsmouth.

"We are delighted with this estate," he said, "but we need still more houses."

The Navy has also obtained planning permission to build quarters on another six-acre site at Gosport.

The Commander-in-Chief Naval Home Command, Admiral Sir Horace Law, said that at



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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted, but you can rest assured these will be of equal value.

The number of blooms sent varies according to current wholesale prices.

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Please write clearly in block letters and remember to enclose the personal message which is to go with your box of flowers.



WHAT'S GOING ON IN D.C.I.s

Plenty of chance to Dive Navy

As the wonders under the sea are becoming better known through the medium of the television camera, interest is growing in underwater swimming and exploration as a worthwhile Exped activity.

The Royal Navy provides world-wide opportunities to pursue this popular sport, which offers fascinating experience for those with the necessary physical fitness, courage and skill.

The Admiralty Board are keen that com-

manding officers should provide every encouragement for participation in this field, and have issued guidance to organizers and those taking part.

DCI 150/71



Discharge rules (1)

Some further relaxation is announced in the "Length of Service" requirements for discharge by purchase.

Release of men with the following reckonable service has been approved: All R.N. ratings and R.M. ranks, 5½ years' service; all artificers and mechanics, seven years' service.

The next review of applications will be in April, 1971.

DCI 175/71

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

All the griff

Building up good Management-customer relations is the continuing aim of the Admiralty Board, and a big step in the right direction is the practice in some ships and establishments to contact ratings as soon as they are detailed to join.

The contact usually takes the form of a letter sent direct to the individual rating by either his future head of department or divisional officer.

Information includes such facts as what the new job will be, the future programme of the ship, forthcoming leave periods, and details of married quarters entitlement.

More important, perhaps, the letter establishes an official contact so that the rating may obtain an official answer to any queries he may have about his future draft.

Where this practice is not already followed, says the announcement, "ships and establishments may find it valuable to adopt it." In seagoing ships, "The practice should always be followed."

DCI 181/71

Dependants' Fund

A reminder is given of the Royal Naval and Royal Marines Dependants' Fund, the subscription for which is only £1.20 a year. The grant, which is reviewed regularly, has recently been increased to £600 — paid out within 48 hours of notification of bereavement.

DCI 205/71

Discharge rules (2)

Inquiries received since the introduction of the scheme for free discharge after ten years' service, have resulted in amendments being announced.

One new paragraph emphasizes that the scheme is additional to other methods of discharge, none of which is changed by these regulations. In all normal circumstances, discharge will automatically be approved on expiry of the 18 months' notice period.

Those on pensionable engagements will not be eligible for a pension or terminal grant if they are discharged under these arrangements with less than 22 years' service.

However, if they have completed sufficient reckonable service they will qualify for a gratuity.

DCI 180 & 202/71

Scholarships

A number of scholarships are awarded annually by the Royal Naval Scholarship Fund to the sons of R.N. and R.M. officers of the rank of lieutenant and above. No examination is required, and the scholarships are tenable from the age of eight years onwards.

DCI 183-4/71

Examination

A scholarship examination will be held on May 11, 1971, at the Royal School for Daughters of Officers of the Royal Navy and Royal Marines, Haslemere, for the award of two scholarships of £100 per annum to girls over 12 and under 13 on September 1, 1971.

Applications have to be in by April 15, 1971.

DCI 244/71

Voters list

On the first pay day in July (June payment for officers) all personnel should receive the forms to enable them to get on the voters' list. Service voters now have to register every year.

DCI 254/71

Sleeping berths

Ratings are now entitled to a sleeping berth when travelling overnight on duty (including draft), but not when going on leave, or travelling overnight for their own convenience.

DCI 246/71

Billets list

Anyone who consistently puts his money on horses with long odds may get the big win, but for most of the time he is much more likely to be wearing a long face.

That's the way it is with Preference areas.

To waste three selections on places with few or no billets in the applicant's branch is asking for disappointment, and to help in making a wise choice, a list has been prepared of all U.K. and overseas shore billets.

A copy of the instruction is to be available in Regulating Offices for reference as required by ratings.

DCI 174/71

DCI 210/71

Meet the MEMs

Engineering mechanics have been given a change of title.

In order to bring the titles of Marine Engineering Branch ratings into line with the titles for officers and artificers, the new title of "marine engineering mechanic" (MEM) will replace the present "engineering mechanic."

Service in Libya

Ratings who might be considering volunteering for service with the British Naval Mission to Libya should see the new instruction, which revises the specializations required.

DCI 217/71



THE SQUADRON'S RETURN



Meet the people

Whatever may be said sometimes, public affection for the Royal Navy is as high as ever, and ratings who would like a change from normal duties, and the opportunity to meet people up and down the country, can volunteer for the Travelling Careers Forum 1971, or the R.N. and R.M. Youth Visiting Team 1971.

Those selected will have to be able to speak freely and naturally about their experiences in the Service.

Names have to be in by May 1, 1971.

DCIs 157 and 216/71

Visit concession

When travelling by air to the other side of the world, and almost "passing the door" of some loved one en route, it seems a pity not to be able to break the journey for a brief visit.

The Ministry of Defence agrees, and has issued the arrangements by which Service and United Kingdom-based civilian personnel and their families, travelling on air passenger schedules, may be allowed to stop off to visit a close relative resident abroad (parent, child, brother, or sister), when there are semi-compassionate welfare reasons, or when they wish to visit the grave of a close relative.

The concession is restricted to passengers travelling on Air Support Command troop routes.

Not only can the journey be broken, but there is a possibility of going part way at the passenger's expense, and then rejoining the original route in a later plane.

DCI (General) 29/71

Loo problems

Trouble with the loo has been a problem in the Navy ever since WC pans were found not to be broadside proof.

Still struggling with the difficulties experienced, it has been decided to modify the fixing of bulkhead mounted WC pans (Lorne type).

DCI 190/71

Get recognized

A truly massive array of competitive and individual sport, and recreational pursuits, is available for Royal Navy personnel, who have all the "big organization" advantages.

All worthwhile activities are encouraged, and enthusiasts should be aware of the advantages of supporting a recognized representative association or society specializing in their own particular preferred activity.

Apart from the fact that representative bodies can foster interest in an activity, negotiate special concessions on behalf of members and provide opportunities for people to meet others with similar interests, there are other benefits (e.g. free travel and subsistence) which may be claimed for members of properly constituted and recognized R.N. associations and societies.

There are also the possibilities of getting financial assistance for the activity in general.

As a matter of interest, recent activities to get official recognition are the R.N. Birdwatching Society, and the R.N. Pipers' Society.

The Admiralty Board have decided that one central authority within the Ministry of Defence (Navy) is to be responsible for recognizing all Active Service R.N. associations, and that this authority should be the R.N. and R.M. Sports Control Board.

DCI 218/71

Returning squadron — always a majestic sight. Entering Singapore Naval Base in the wake of H.M.S. Aurora are (right to left) the Naiaid, Llandaff, H.M.A.S. Vendetta, H.M.S. Dido, and H.M.A.S. Yarra.

Above the ships, which were entering the base after Exercise Febex, are Wessex helicopters of 847 Squadron, and ships' Wasps.

Youth and leisure

Although there is every wish in the Service to maintain a progressive outlook on the rules which govern leisure time, a sense of responsibility continues to be felt for the younger men and women.

For instance, it is regarded as reasonable that ratings under 17½ should not be allowed night leave beyond midnight, except with permission for specific occasions.

In certain ports abroad, they may be required to be back on board earlier than 2359.

For ratings between 17½ and 18, all-night leave is normally given, but overseas they may have to be back by 0100 when this is considered desirable.

DCI 153/71

EXPLOSIONS OP. AT NATAL'S 'GRAVE'

The first of the explosions during the operation to destroy shells, torpedoes, mines and ammunition from the ill-fated H.M.S. Natal. Detonated in this instance was a magazine containing torpedo warheads.

The Natal operation was given "kid glove" treatment, but obviously undaunted by the task were these smiling divers — some of the men who have been engaged in the work in Cromarty Firth.

Echoes of a sea mystery

By Jim Gray

The year was 1915. The date December 30th. The powerful armoured cruiser, H.M.S. Natal, was anchored in Cromarty Firth, a mile from Invergordon.

On board, the captain was entertaining guests to tea, and music from the ship's Royal Marine Band playing outside his quarters came echoing across the bay.

It was peaceful and calm. Suddenly an enormous explosion shattered the stillness and amid dense clouds of smoke and tongues of flame leaping into the air, the Natal rolled over on her side and sank within minutes.

Three hundred and ninety people died, including several children who were among the captain's guests. Was it an accident? Was it sabotage? To this day no one knows the answer.

Bad blow

But whatever the cause, it was a bad blow for Britain as well as a tragedy for thousands of relatives.

In those days of the First World War, the Grand Fleet was busily engaged in endeavouring to lure the Kaiser's ships into the North Sea for a showdown. The loss of the Natal was emphasized because only the year before H.M.S. Bulwark had gone down in similar circumstances off Chatham. And indeed, the year after the Natal disaster, H.M.S. Vanguard exploded and sank while anchored in Scapa Flow.

Now, in 1971, a team of crack Royal Navy Explosive Ordnance



A plaque on the wall of the former naval canteen at Invergordon. J. Harry Dods was one of the guests of the Natal's captain. His wife and family also died.

divers from H.M.S. Cochrane — ironically the name of the Natal's sister ship — have been making the wreck safe.

During February and March, they were engaged on diving into the firth to explode hundreds of tons of shells, torpedoes, mines and ammunition still lying on the sea bed and which the ill-fated Natal had been carrying.

Twenty dives

With an increase in commercial interests in the Invergordon area, the Ministry of Defence took the decision some months ago to render the wreck completely harmless.

Led by Lieut. Ken Kempell, the officer in charge of the Command Explosive Ordnance Disposal Team, the divers worked for about two months detonating all the ammunition.

Says Lt. Kempell — holder of the George Medal — "We



Lieut. Ken Kempell, officer in charge of the demolition.

treated the whole operation with kid gloves and had to make careful investigations to make sure there was no danger to the people on shore. In all about 20 divers took part in the task and we produced a series of very useful bangs."

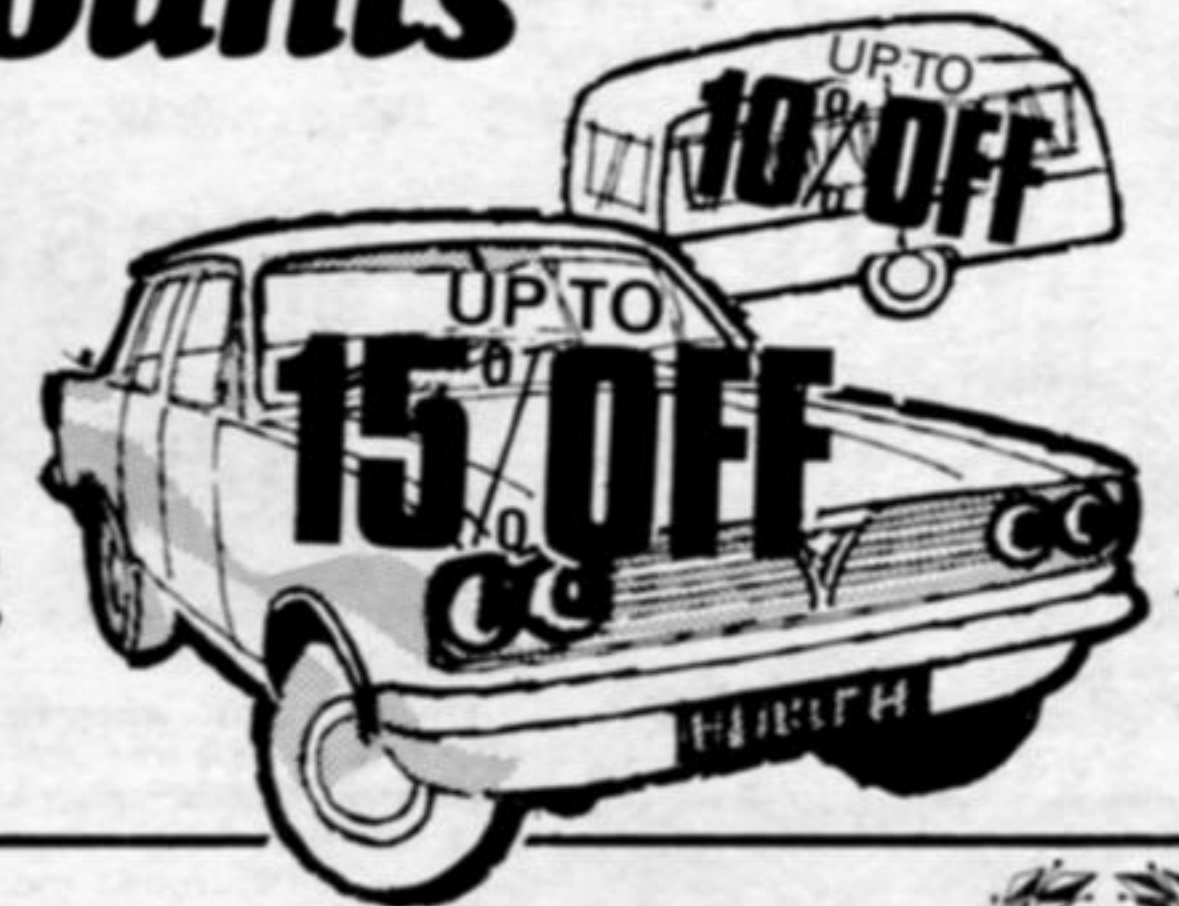
SUPERSTITION NOTE 1: When the Natal was launched, the bottle of champagne failed to break on the bows.

SUPERSTITION NOTE 2: The Natal was chosen in 1912 to carry the body of the American Ambassador to New York after he had died in London. No sailor likes a corpse on board and she became known throughout the Navy as the Sea Hearse.

Mr. Donald Munro, who as a 19-year-old shepherd witnessed the Natal sinking and who still lives at Invergordon, points out the scene of the tragedy.



Big discounts for cash or HP through Naafi



Naafi doesn't actually sell you the car or caravan.

Naafi's part of the deal is to see that it costs you as little as possible. This is how:

DISCOUNTS FROM 7½% to 13% OFF THE BASIC PRICE of most popular British cars and 7½% to 10% OFF touring caravans, bought through a Naafi introduction, from a dealer in the UK for UK or overseas use.

SPECIAL EXPORT DISCOUNT OF 15% OFF many Austin, Morris, Triumph and Rover cars bought through a Naafi introduction if you are being posted abroad from the UK or from one overseas country to another.

FIRST CLASS HP TERMS and low H P charges without strings such as annual subscriptions.

DELIVERY TO SUIT YOUR CONVENIENCE — car to airport when you arrive in the UK, to your home town or new station; your caravan to your home town in UK or to an overseas port.

THESE ARE THE WORLD WIDE ADVANTAGES OF USING NAAFI H P

- ☐ Entitlement to full dealer services retained
- ☐ Free personal insurance ☐ Insurance cover against three quarters of your liability to purchase tax and import duty on a car — subject to simple conditions — if prematurely repatriated from overseas
- ☐ Naafi provides deposit saving facilities to build up a deposit for a future purchase.

Naafi will also finance the purchase of used cars in UK and Germany.

SEE YOUR NAAFI MANAGER FOR FULL DETAILS OR IN CASE OF DIFFICULTY COMPLETE THIS COUPON WITHOUT OBLIGATION.

Car Sales Manager, Naafi, London SE 11
Please send me details of Naafi HP facilities without obligation. I am interested in

NAME _____
(block letters)
ADDRESS _____
(block letters)

- ☐ New car for use in _____ (state country)
State model _____
- ☐ New touring caravan
- ☐ Used car
- ☐ Deposit saving (to enable me to build up a deposit for a future purchase) ☐ Please tick whichever applies

**Post
this
today**



AWARDS TO ROYAL NAVY FOR BRAVERY

Courage saved life of boy



ME Granville Farrar and the boy he rescued — Kevin McLerran.

For saving the life of a drowning boy, Engineering Mechanic Granville Farrar, aged 21, was presented with a commendation from the Commander-in-Chief Western Fleet, Admiral Sir William O'Brien, at a ceremony at Mount Wise, Devonport, on February 22.

The certificate was handed over by the Flag Officer Plymouth, Vice-Admiral J. R. McKaig, who also made another "award" — an orange juice for seven-year-old Kevin McLerran, who owes his life to ME Farrar.

The citation praised the rescuer's "courage, presence of mind, and complete disregard for his own safety."

ME Farrar's fiancée, Miss Judith Betty, of Plympton St Maurice, was among those who attended the presentation.



PO F. J. MacLaughlin, George Medal, with his wife and family.

George Medal

Five Gurkha 'Paras' dive for a lift

Five Gurkhas from the Independent Parachute Company, based at the Jungle Warfare School in Johore, accepted with alacrity an invitation to board the submarine H.M.S. Oberon for passage to Hong Kong.

They were hoping to look up friends serving in Gurkha units based there before flying back to Singapore, courtesy of the Royal Air Force.

AN INVITATION

Men who served in the cruiser H.M.S. Phoebe wishing to attend the recommissioning ceremony of the present Phoebe at Chatham on May 21 are invited to write to the First Lieutenant, H.M.S. Phoebe, BFPO Ships, London.

With a bullet lodged in his throat, a Royal Navy medical assistant, PO Frederick James MacLaughlin, attached to 45 Commando Royal Marines in Northern Ireland, drove his ambulance through gunfire to rescue an injured civilian.

The incident was on June 27 last year, when Royal Marines were sent to deal with a gun battle in the Crumlin Road area of Belfast. PO MacLaughlin accompanied them as medical assistant.

PO had bullet in his throat

After taking a wounded civilian to hospital, his ambulance came under fire, and he was hit on the cheek, the .22 bullet having smashed his jaw and entered his throat.

Hearing that another civilian had been wounded, he disregarded his own injury, drove through the line of fire to the wounded man,

and accompanied him to hospital.

When examined and his own condition was realized, PO MacLaughlin underwent an emergency operation.

His bravery has been recognized by the award of the George Medal — one of 23 decorations for gallantry in Ulster.

PO MacLaughlin lives with his wife Margaret and children Ian (14), Duncan (10), and Amanda (8), at Plymouth.



"A haggis in a tin?" Sister M. Campbell seems scarcely able to believe the evidence of her own eyes as she discusses with Surg. Lieut.-Cdr. William Abbott the plans for a Burns Night supper in the wardroom at H.M.S. Mauritius.

However, the tins helped to provide the traditional menu for celebrating the birthday of Scotland's poet.

They even had the haggis "piped aboard" by recorded bagpipes.

What a great shot to be top-Cat!

First winner of the fleet Seacat Trophy is LS Richard (Bungy) Williams, one of H.M.S. Londonderry's missile aimers, who had the best shooting of 1970.

His win came when he aimed a practice unarmed missile so accurately that it struck the fuel tank of the drone target — a large radio-controlled model aircraft — causing it to explode in mid-air.

H.M.S. Londonderry is Richard's first ship since he qualified as a missile aimer. He has now fired five missiles, each of which would have destroyed the target had they carried explosive.

As the Londonderry is on the West Indies Station, it will be some time before LS Williams actually receives his trophy.

PROPELLER TROPHY

However, he already has one "prize." The Wrens of the Fleet Assessment Unit at H.M.S. Excellent, who analyse all gun and missile firings, sent him a Christmas card after his winning firing, saying what a fantastic shot it had been.

The Wrens also enclosed a film sequence from the recording cameras showing the missile hitting the target.

Richard's wife, Jill, also has proof of her husband's skill. Mounted in the hall of their flat

Sequence (left) showing practice unarmed missile by LS Williams striking the drone target's fuel tank. In the bottom two pictures the drone can be seen breaking up.

on the naval estate at Rowner is the propeller from a previous target shot down.

Both are very much looking forward to the Londonderry's return home in July, just in time for the second birthday of their son Ian.

LS Williams (left) loading Seacat missile on to the launcher.



Hi-jacked—then for fun

Lieut.-Cdr. John Wallis, of H.M.S. Jufair, who with his wife Stella, was an involuntary guest of the Palestine guerrillas

at Dawsons Field last September, has now completed his tour as Secretary of the Joint Signal Board.

On the day of their departure, Lieut.-Cdr. Wallis's successor as Vice-Commodore (Sailing) of the Joint Services Sailing Club, Sq.-Ldr. Dennis Stubbings, invited them after lunch allegedly to pay a farewell visit to the club, where members were assembled to say goodbye.

On arrival they were "invited" to step into the GP dinghy which Lieut.-Cdr. Wallis has sailed with considerable success over the last seven months.

FOR TRANSMISSION

Club members then delivered them to Naval Headquarters, where the commanding officer H.M.S. Jufair (Cdr. B. H. Lawson) and the Commodore Joint Services Sailing and Water Sports Association (Lt.-Col. A. J. Jackson) received them "for onward transmission by the Navy."

Lieut.-Cdr. Wallis and his wife proceeded more mundanely by car to Sitra to join the RFA Pearlleaf, in which they are indulging to South Africa and then to the United Kingdom.

'SNOW MARINES'

The term *Cold War* is familiar to most of us — but to 500 Royal Marine Commandos who left Plymouth in January for Arctic Norway it took on a different meaning.

SUNSET SKI

A 'cold war'— on ice

The men from 45 Commando and 145 Commando Battery are part of Britain's specialist mountain and Arctic warfare unit. Under the command of Lieut.-Col. Roger Ephraums, R.M., they have been undergoing intensive training designed to teach them how to survive and fight in temperatures as low as minus 40 degrees centigrade.

By contrast, it is not long since the men were in Belfast. After their return from that trouble-torn city last autumn they were given dry ski training at Torquay and Plymouth.

On completion of the Arctic training the unit is moving to its new home at Arbroath, Scotland.

Freezing at the wheel

Not very obvious in this picture, but spray freezing on cap, goggles, and clothing presents a problem during Arctic operations. This member of the R.M. Raiding Squadron from the Amphibious Training Unit, Poole, is in one of the new rigid glass fibre assault craft capable of something like 30 knots.

Driving into a freezing wind at that speed creates considerable survival problems if men become immobilized under solid ice.

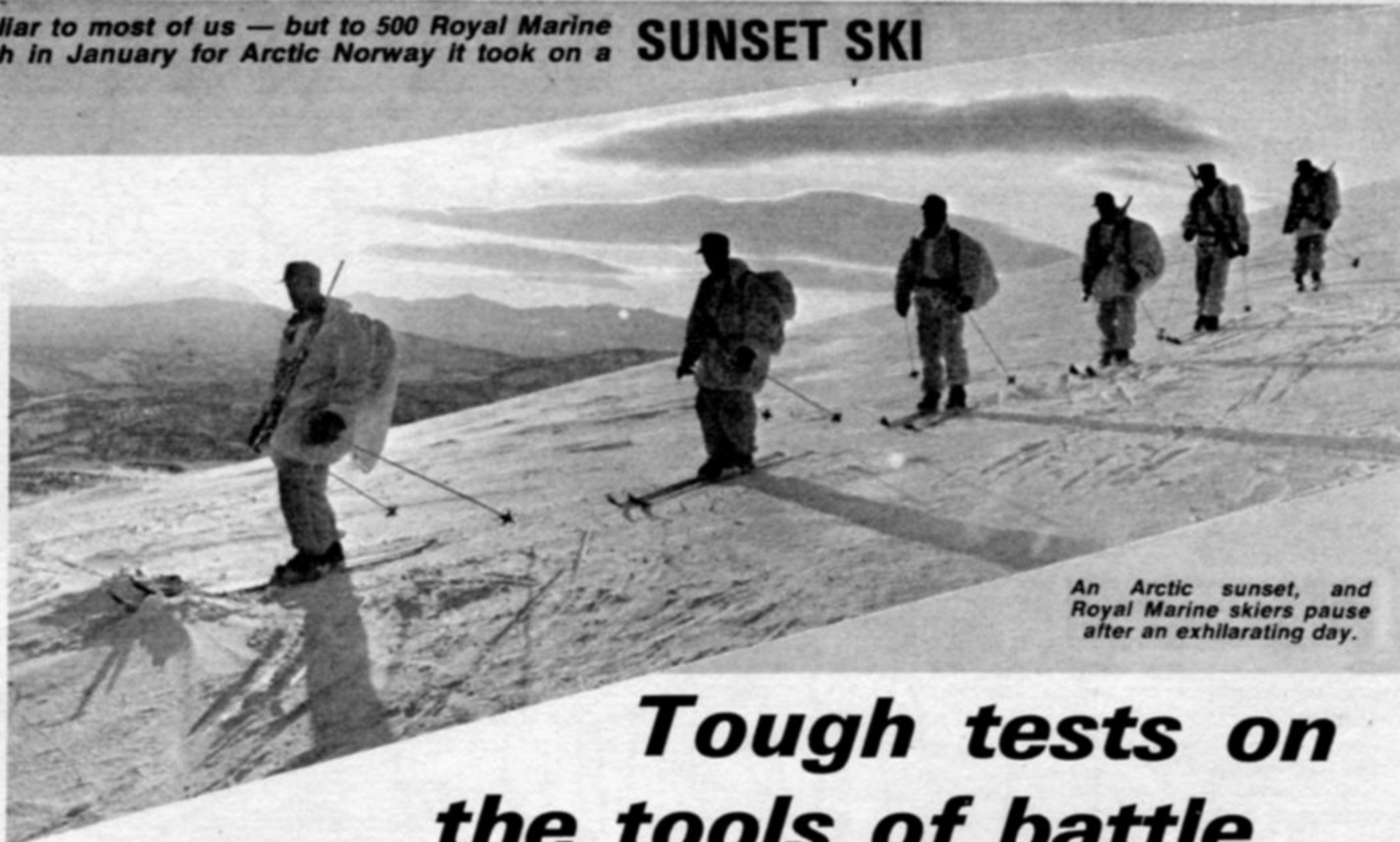


FROM THE AIR . . .

The bunch of "snow men" (right) look slightly disinterested as a Wessex from H.M.S. Albion arrives with a snowtrack vehicle. The scene was on an ice-covered lake.

. . . AND THE SEA

Operating with the Royal Marine Commandos was the Royal Corps of Transport trials unit from 200 Squadron. The R.C.T. hovercraft are seen (below) loaded with the R.M. raiding craft.



An Arctic sunset, and Royal Marine skiers pause after an exhilarating day.

Tough tests on the tools of battle

Working with the Commandos in Norway have been helicopters of 846 Naval Air Commando Squadron and a special commando trials unit to test vehicles, landing craft and equipment in the Arctic conditions.

Just over 50 men, with two Royal Navy Wessex Mk. 5 helicopters from the squadron were taking part in the third of a series of annual exercises aimed at improving and developing new techniques for operating and maintaining helicopters in the extreme cold.

Early in January most of the men were flown out by R.A.F. Air Support Command while the helicopters, vehicles and stores went in the logistic ship Sir Percival.

The detachment was due to operate until late March from the Royal Norwegian Air Force base at Bardufoss, about 200 miles inside the Arctic Circle.

Besides exercising with the Marines of 45 Commando, who were based for this period at Harstad, they were to carry out suitability trials on equipment, tools and clothing, and evaluation of methods of maintenance and operation.

There was some liaison flying between the detachment and the commando ship H.M.S. Albion, which returned to Portsmouth on February 18 after operating in Arctic waters with Wessex Mk. 5 helicopters of 845 Squadron embarked, and exercising with the 45 Commando Marines.

The Albion is now on her way to the Far East.



ASSAULT ON A CHILLY CHORE

Above: An everyday occurrence for the Raiding Squadron from the Amphibious Training Unit, Poole, taking part in the exercise with their new glass fibre rigid assault craft. Before "going into action" the boats had to be de-iced. These craft had their first big try-out when they helped in the East Pakistan flood disaster mission.

A 'Dabtoe' burrow

This "dabtoe in a snowhole" is Instr.-Lieut. David Roberts, whose job as a "schoolie" to 45 Commando gives variety to spice his life.

As a fully trained commando, he was in Northern Ireland with the Royal Marines and did a useful job in community relations and press liaison. When there is little time for his teaching role — such as during exercises — he takes his part along with the rest.



Navy News

Editor:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel. Portsmouth 22351 (Ext. 72194)

Places in the sun

A chance to accompany husbands to faraway places in the sunshine has been, for many families, one of the exciting "perks" of Service life, and those who have not so far been among the lucky ones may well be viewing the future with a tinge of regret.

By the end of the year, the likelihood of a married accompanied draft overseas will have almost disappeared — just a few "pockets" at such places as Gibraltar, Malta, Hong Kong, and Mauritius. Yet the emphasis continues to be (so far as our resources will allow) on a world role for the Fleet.

Half-a-dozen ships will be permanently based in the Far East, and with the addition of visiting units ensure for the Royal Navy's sailors a seven-seas interest.

HOLIDAY TRIPS

What of the wives? Overseas travel is a commonplace for civilian families, and the fading out for naval people of married-accompanied could bring increased attention towards holidays together when ships are going to remain in one place for any length of time.

Navy News has had lots of pictures of wives or sweethearts enjoying a break in a period of separation by joining their menfolk in, perhaps, the West Indies or Malta. The privilege of "indulging" free when spare seats are available in military aircraft might become as rare as married-accompanied, but the cost of pre-payment passages is still well within the resources of many personnel today.

If travel can be available at charter-type rates, only the ready availability of modestly-priced accommodation is necessary to bring even Hong Kong within the holiday zone.

PRIZED AMENITY

The splendid Aggie Weston's at Singapore — swimming pool and all — is going to keep going, and something like that in every place where Navy ships refit or drop anchor for a while, would be a prized amenity.

If, in the handing over of British bases, it is not feasible to withhold just a little accommodation for "separation holidays," the hefty resources of the Sailors' Fund is a possible source of backing.

In any thoughts which may be directed towards this aspect of rundown, it would be helpful to look again at the rules governing local overseas allowance — for instance during refits at Gibraltar for periods which although much longer than a holiday, fall short of the requirement for justifying a claim.



"They'll spend most of it on new cameras if the rest of their 'stars' are as ugly as this shower!"

Putting over the Navy message

The Navy gives you two things that last a lifetime: your trade and your mates.

With a budget recently increased to over £1 million a year, the Navy is one of Britain's largest advertisers. It may be a role not everybody in the Navy relishes, but it is tackled with the same professional thoroughness as any other Navy operation.

The man chiefly responsible is the Director of Naval Recruiting, Capt. M. W. Sylvester. Whatever old salts may say, he and his staff know very well that advertising is vital to recruitment, and their job is to get the best possible return from the money spent.

They are advised by the Central Office of Information, the people responsible for all government department's publicity, and, like most big advertisers, they use a professional advertising agency to produce and place the ads.

Market research

The present agency, appointed in 1965, is Vernons. Nothing to do with

H.M.S. Vernon — though the agency director responsible for the Navy's advertising did serve in the Navy for six years.

At Vernons, the Navy is a very important client, but is only one of many. Others include Abbey National, Renault cars, Gallaher cigarettes and Tetley teas. This way the Navy gets the benefit of professional advice from people who are used to advertising all sorts of products to all sorts of people.

How do they go about advertising the Navy? First, D. N. R. and his staff keep the agency up to date on exactly what the Navy can offer. And, to see how things work in practice, agency teams go on regular visits to training establishments and ships.

As a cross-check, market research is used to discover from interviews with the public how they regard the Navy. All this information, and a great deal of experience, is sifted before the agency decides what themes to concentrate on.

Different generation

Then, first ideas for advertisements are discussed with D.N.R., as rough sketches and typescripts. Sometimes mistakes have to be put right, or political problems ironed out. But an idea is seldom thrown out just because it looks a bit "way out" to senior naval officers.

They know that it is designed to appeal to a different generation, and to civilians who have little or no idea what the Navy is all about. So the rule is, if in doubt try it out.

But first the ad has got to be produced. Every word has to be checked for accuracy before it goes into print. More difficult, the right pictures have to be obtained. Sometimes this can be fixed up within a day's drive of London, sometimes it means going to Hong Kong or the Caribbean. Wherever it is, Vernon's art director goes along to tell the photographer exactly what he wants.

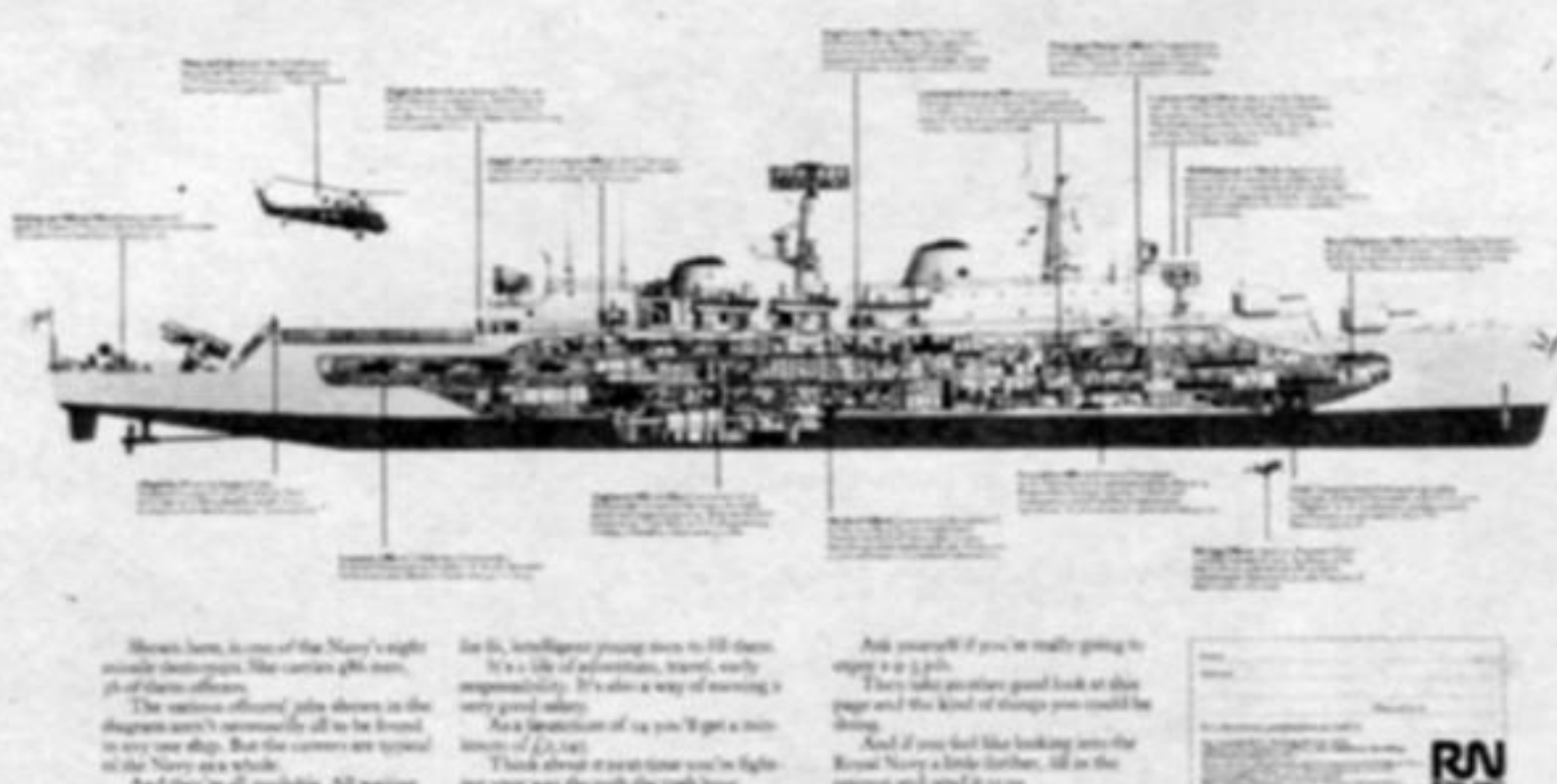
Real sailors

Innumerable ships have helped over the years, and Vernons say they get tremendous co-operation. If the sun is in the wrong place, most captains will cheerfully turn the ship round for the sake of a better picture. When sailors are shown in advertisements they are always real sailors, not models, and they have to agree to be photographed. Very few refuse.

Eventually, the wording and the photograph are agreed, and the ad appears in the papers. This is only the start of another process — assessing its results. Nearly every ad has a coupon with a code number to identify it. So when the postbag is opened each day by D.N.R.'s staff, all the coupons are counted and identified before being passed on to the Careers Offices to answer.

With this information, Vernons can soon see which ads and which papers pull in the best results. Those that do

A cross-section of the jobs you could have as a naval officer.



Ads bring the applications

The advertisements reproduced in miniature with this article provide examples of recent naval recruiting publicity — the one above directed at the officer "market" and the other at potential ratings.

More than 4,000 applications a year are directly traceable to advertising, quite apart from indirect influence.

KINGSLAND SCHOOL

Hartley, Plymouth 71278
Boys Boarding and Day

Juniors to 11+
Seniors to 'O' Level. Academic and Practical.

The aim is to provide SMALL CLASSES with qualified and experienced staff so that boys can progress to G.C.E. 'O' Level in as many subjects as possible. For those with a disturbed education special remedial classes can be arranged.

Full Sports Facilities and Heated Swimming Pool.
Prospectus from Secretary.



well are used again, those that don't are dropped.

The opportunities

Of course there are criticisms. The commonest one is that the ads don't give a clear impression of everyday routine. This is deliberate. Every job (Service or civilian) has its dull sides, but when you're talking about a career of several years, and the vast range of jobs and places which it may include, it is the opportunities which deserve to be stressed. And when you have only got a small space to describe a whole way of life, you have to paint with a pretty broad brush.

However, a man doesn't join the Navy just on the strength of reading an advertisement. After filling in the coupon he gets a booklet and leaflets giving him details. Then he is invited to a Careers Office where he can ask as many questions as he wants.

Helping you . . .

With over 4,000 applications a year directly traceable to advertising (not to mention its indirect influence) the Navy can fairly reckon that it gets good value. And remember, without those extra recruits coming in from the advertising, you would soon find your own work-load building up.

So next time you feel like criticizing a Navy recruiting ad, don't just sit there — make it a helpful criticism and write to D.N.R. After all, the advertising is doing its best to help you!

Not too cool for a cucumber!

When the ice patrol ship H.M.S. Endurance took the British Antarctic Survey team from their base in the Argentine Islands to visit their American colleagues 35 miles along the coast, it was the first time some of the team's 12 members had been away from their base for nearly two years.

Set amid spectacular scenery, the Argentine Islands are a chain of snow-capped rocky islets off the west coast of Grahamland.

'BANANA ZONE'

Because of its sunshine and summer warmth, the area is nicknamed the "Banana Zone."

Although the air temperature is only a little above zero, you can sunbathe, out of the wind. The base personnel, having turned this quirk of climate to their advantage, entertained the Endurance wardroom to a buffet supper at which locally grown cucumber and lettuce was served. The chef is gardener and proud of his achievements.

ICE-STREWN

The day chosen for the trip to the American Palmer Base on Anvers Island was beautiful with a cloudless sky, and a flat calm sea producing mirror reflections of the land.

The route took the ship through the ice-strewn Lemaire Channel, in parts only a few hundred feet wide and twisting gently between mountains which soar steeply to over 3,000 feet.

The base personnel had often looked towards this topographical phenomenon but had never seen it close to.

CHILE VISIT

The Endurance began 1971 in the Antarctic with her international "hogmanay" celebration with the Chileans and Russians (reported in February's Navy News) which was immediately followed by a two-day self-maintenance visit to the world's southernmost city, Punta Arenas, Chile.

When the ship arrived in this picturesque city on January 4 she was "played in" by a Chilean Navy 12-piece band and activities included exchange calls and visits, and a 6-1 football victory over a local team.

SURVEY BUSTLE

On her way to her surveying task in the vicinity of the Argentine Islands, the ship took the Falkland Islands Governor Designate, Mr. E. G. Lewis, to the Falklands.

Then, all was noise and bustle on board as the ship plodded back and forth over shallow patches and around icebergs to complete her survey job by January 29.

HIS THIRD

One member of the ship's company who was particularly familiar with this work



H.M.S. Endurance in the spectacular ice-strewn Lemaire Channel. Little wonder the remark was heard on the bridge, "Do you think we'll make it sir!"

Picture: L/Air T. Dunning



SOUTHWARD TO ROMANCE

Above: MEA(P)1 Henri Knight, completing his third tour south with Endurance, "the best of my career," has good reason to be happy. He has found his future wife in Lima.

Below: Deeply involved in "goodwill" is the senior shipwright of H.M.S. Endurance, Dave Marsh, who is kept busy on ship's crests — a favourite exchange item.

CREST ART



was MEA(P)1 Henri Knight who completes his third tour south with the ship this year.

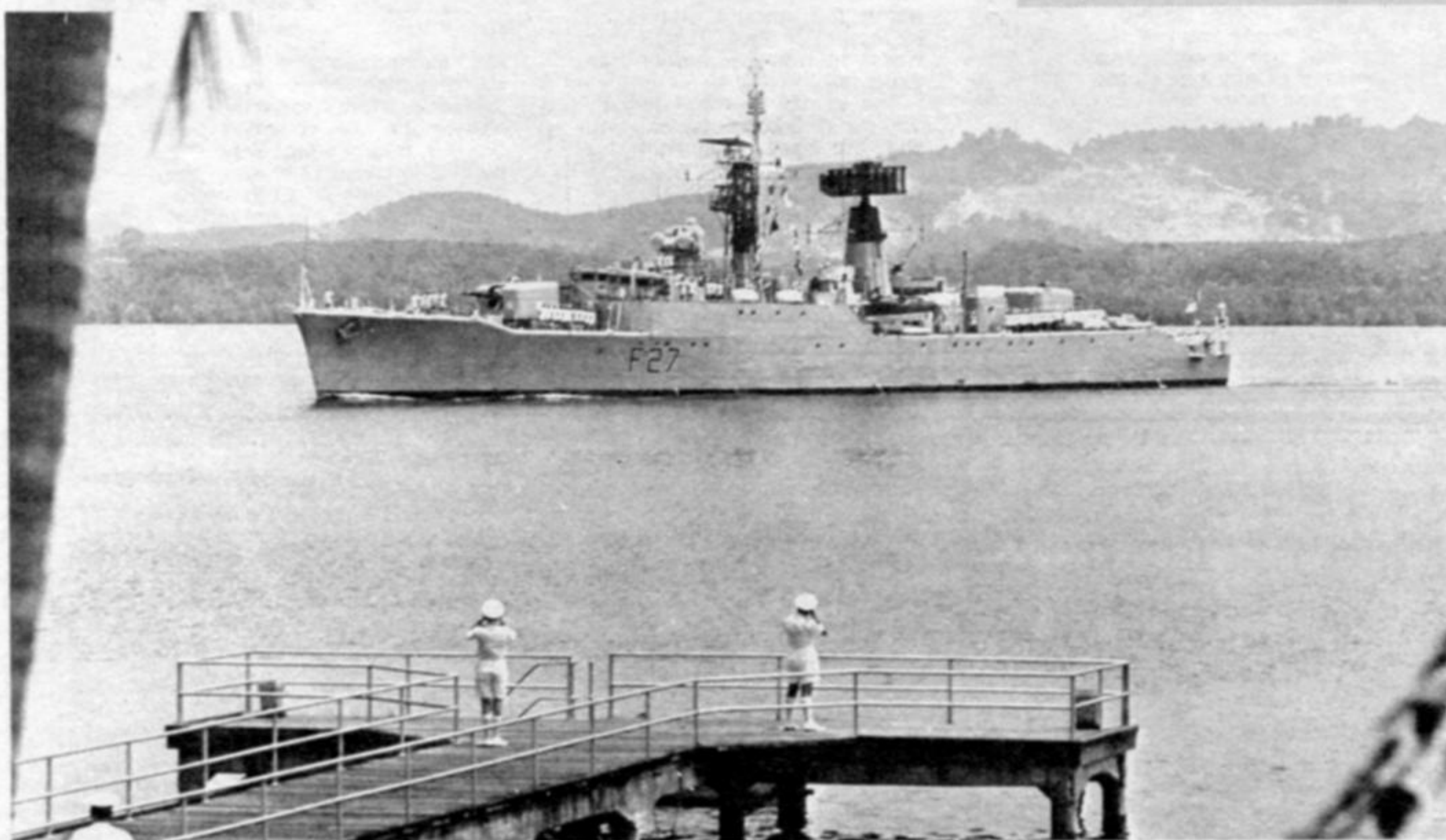
Henri, who comes from the Isle of Wight, said that the tour of duty was the best in his career, adding coyly: "Ask my future wife — she comes from Lima."

In February, the ship was due for a five-day call in Punta Arenas.

A 'top cat' flashback

Flashback for H.M.S. Lynx, a Royal Navy "top cat," which returned to Devonport on March 25. This picture was taken when entering Singapore, where she was the last frigate to recommission in the Far East.

In 30,000 miles of steaming since last July, the Lynx has visited Hong Kong and Australia.



BERNARDS are ready for SPRING ARE YOU?



A wide range of Ready-to-Wear Suits, Jackets, Blazers and Trousers and all that is up-to-the-minute to go with them by way of knitwear, shirts and socks are awaiting your choice at Bernard Branches.

And the customer who wishes for Tailored-to-Measure Clothes will find fine patterns from which to choose.

Where preferred to paying Cash, a Credit Account may be opened for settlement by Naval Allotment, Bankers' Order or a Giro Account, and such accounts may run during the full service time of the customer.

Ask for full details of
Bernards Comprehensive
Worldwide Service
and remember —

YOU REALLY DO BUY BETTER AT BERNARDS
C. H. BERNARD & SONS
LIMITED

8 QUEEN STREET, PORTSMOUTH
Telephone 23535

Other branches at: Chatham, Devonport, Portland, Deal, Grimsby, Londonderry, Gibraltar, Valletta and Sliema, Malta; and at Lissiemouth, Arbroath, Brawdy, Culdrose, Corsham, Lympstone, Yeovilton, H.M.S. Dolphin, H.M.S. Pembroke. Officers' Shops at Plymouth, Portsmouth and Southampton. Head Office: Anglia House, Harwich, Essex. Telephone 2281

Royal Navy's Air Engineering School

 * AA1 R. H. Hill shows the work-
 * ing of a helicopter rotor head
 * to Petty Officer Air Fitters
 * (Qualifying) Michael Ian John-
 * son, Mrs. Margaret Lees, and
 * Albert Edward Orton.
 * *****



Training the 'whole man'



"Your trainees seem to be so much more articulate than the fellows in civilian industry," was the comment of one visitor to the Air Engineering School.

Perhaps this is because of the "whole man" training concept, which not only gives mental alertness, but a wide range of recreational activities and venture training, to promote physical fitness and interest.

Aboard this yacht, the Merlin, belonging to Naval Air Command, were young men who had never sailed before.

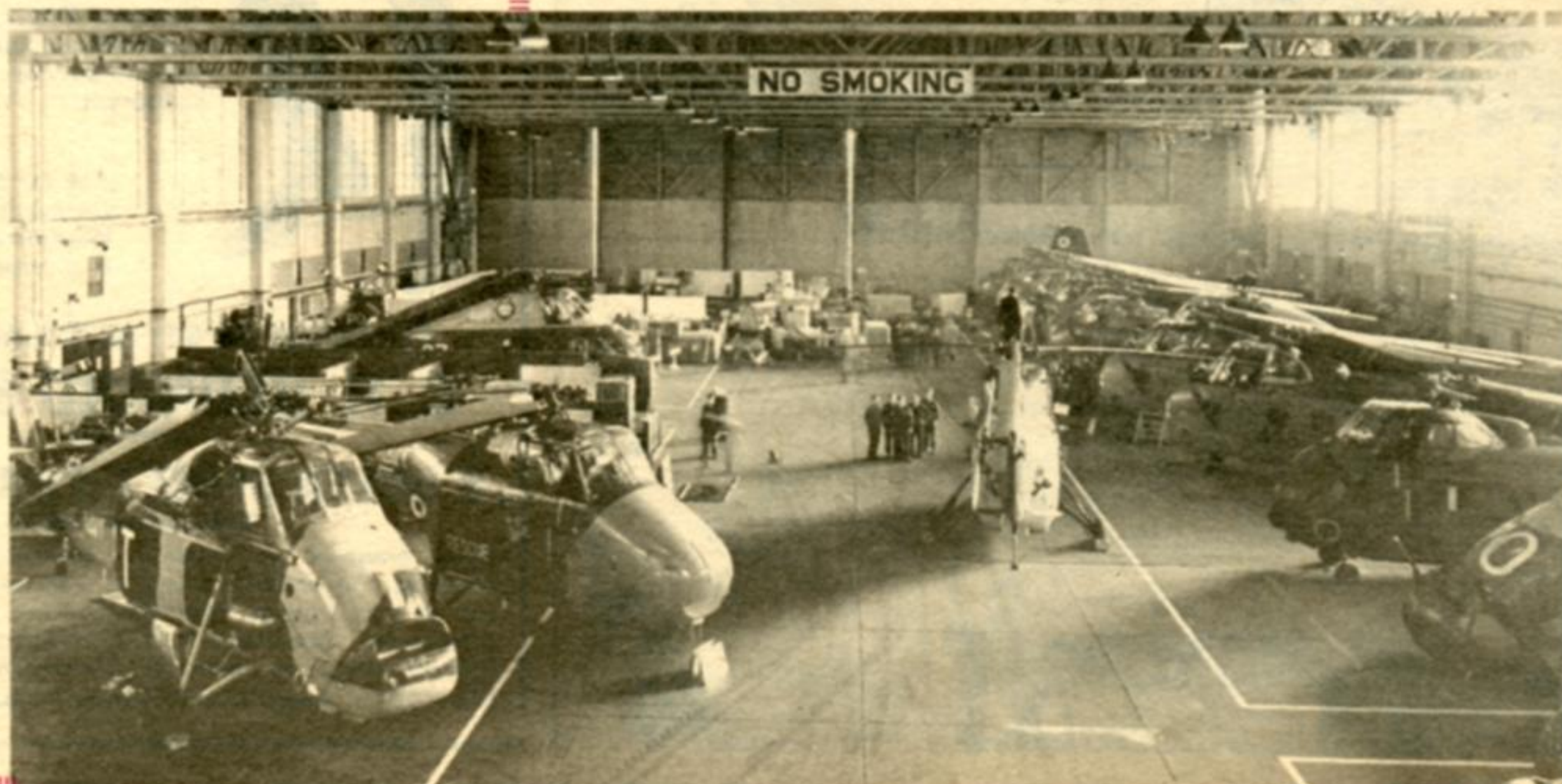
Apart from regular sports activities, sailing is one of many recreational amenities at H.M.S. Daedalus.

GOOD USE FOR 'OLD BANGERS'

Among these aircraft are "old bangers" of the chopper world which are still giving useful service at the Air Engineering School.

In the course of training they are polished up, knocked down, taken apart, and put together again to give experience in the maintenance of operational machines.

Although training tends to be more "technical" than craft, replacement spares are not always so easily available, and ratings have to be able to cope with unexpected problems.



A background of aerial activity, hangars, helicopters, electrics galore, and all the paraphernalia of flying machines, provide the "breath of life" to the Fleet Air Arm's new boys — and girls — on their first acquaintance with the Royal Navy's Air Engineering School at H.M.S. Daedalus, Lee-on-Solent.

No doubt they will soon hear that popular expression "the Airy Fairies," and in time will themselves become a real part of the dedication and pride in a branch of the Service which has experienced rather more than its share of testing in recent years.

Sense of pride

Quite a lot of effort has been necessary to convince everybody that the highly modernized forward-looking vitally necessary Fleet Air Arm is not in fact on its death-bed.

Instead of a few large "flat-tops" to be phased out, every ship of any size in the Fleet is going to be an "aircraft carrier," using helicopters which have been improved enor-

THE NEW 'CARRIER' BREE

mously in the last decade — and still have far to go in development.

And just to add to the complications, the F.A.A. has to "keep the options" open for the possibility of fixed-wing Harrier aircraft being adopted for the Navy, as well as continuing the amount of training necessary to keep H.M.S. Ark Royal operative for longer than expected.

The ability to adapt quickly to new requirements, coupled with the need at all times for

the exceptionally high standards which must be maintained in aircraft servicing, are among the factors which give the Air Engineering School a justifiable sense of pride in the kind of training it has to offer.

Every F.A.A. technical rating, early in his career and regularly afterwards, will spend time at H.M.S. Daedalus — learning his job, learning the next job and fitting himself for advancement.

More than 700

The new school was formed from the merger of H.M.S. Condor's Air Engineering School and the Air Electrical School of H.M.S. Daedalus, providing training for all Air Engineering technical ratings of the F.A.A. in one establishment.

More than 700 at a time are taking part in nearly 90 different courses, ranging from eight weeks for Leading Air Mechanic (AE) to a full apprenticeship for an Electrical Artificer (Air).

Other courses include autopilot, aeronautical inspectorate standard welding, AEO's writer, and those at the Fleet Air Arm Management School.



Enough charm for any model — but this was the real thing for Barbara Ann Noon, posing (right) for the photographer to show the kind of work done by the Wren air mechanics at the Air Engineering School. At any one time, about 20 Wrens will be seen invading this usually all-male preserve, and will be getting exactly the same training as the young men.

In the F.A.A., Wren air mechanics are "fully integrated," working alongside the men and with them. Some go on to chief, and will often be found as instructors, taking both men and girls.

And do the girls mind getting their hands dirty? "They shouldn't come here if that bothers them," said a Wren instructor to Navy News. "In fact," she added, "there is no more wastage than in other Wren careers, and I notice nowadays that an increasing number of them stay on after they are married."

Wrens do not go to sea, but they usually enjoy the air stations, where the social life seems to have the edge on most places in the Service.



Training is top class

The Fleet Air Arm is changing from a few big aircraft carriers to a large number of "carriers of aircraft."

These pages feature the work of the Royal Navy's Air Engineering School, where all F.A.A. technical ratings are trained.

Entry into the Fleet Air Arm as a technical rating is usually through the training establishments in the West Country — H.M.S. Raleigh for mechanics, and H.M.S. Fisgard for artificers.

Higher academic requirements are needed for the artificer stream, but the Navy is exceptionally well geared to help the "late developer" to improve his qualifications, in order to gain advancement and the possibility of becoming an officer.

This, in fact, is the enormous advantage for the individual in having a Service career, where the percentage

of trainees to instructors is much more favourable than anything likely to be met in outside industry.

Thus the mechanic has the opportunity to become a mechanic and eventually achieve equal status with the artificer.

Superiority

All training at Daedalus is closely aligned to civilian practice, with civilian examinations, providing a firm basis for a second career after the Service engagement.

Industry makes no bones

about the superiority of F.A.A. training. Visitors to the school cast an experienced eye and readily admit, "This is second to none."

The turning of practically all the Fleet into "aircraft carriers," through the addition of helicopters, is giving wider experience and responsibilities to F.A.A. ratings.

Sea time, however, is generally rather less than in many other naval categories, because of the billets at Air Stations ashore, but even there the "smell of the sea" is conveyed by the coming and going of flights from the ships.

Their 'home-made' plane...

Just about the ultimate in do-it-yourself is to have a crack at an aeroplane, so it is not surprising that visitors to the Air Engineering School are permitted a peep at Kittiwake.

The single-seat, all-metal, ultra-light aircraft is being built by instructors and trainees from plans (not a kit), and when completed it will be used as a glider-towing tug. For those who understand these things, "it will also have an aerobatic capability of 5g for other forms of sport flying."

Main objective

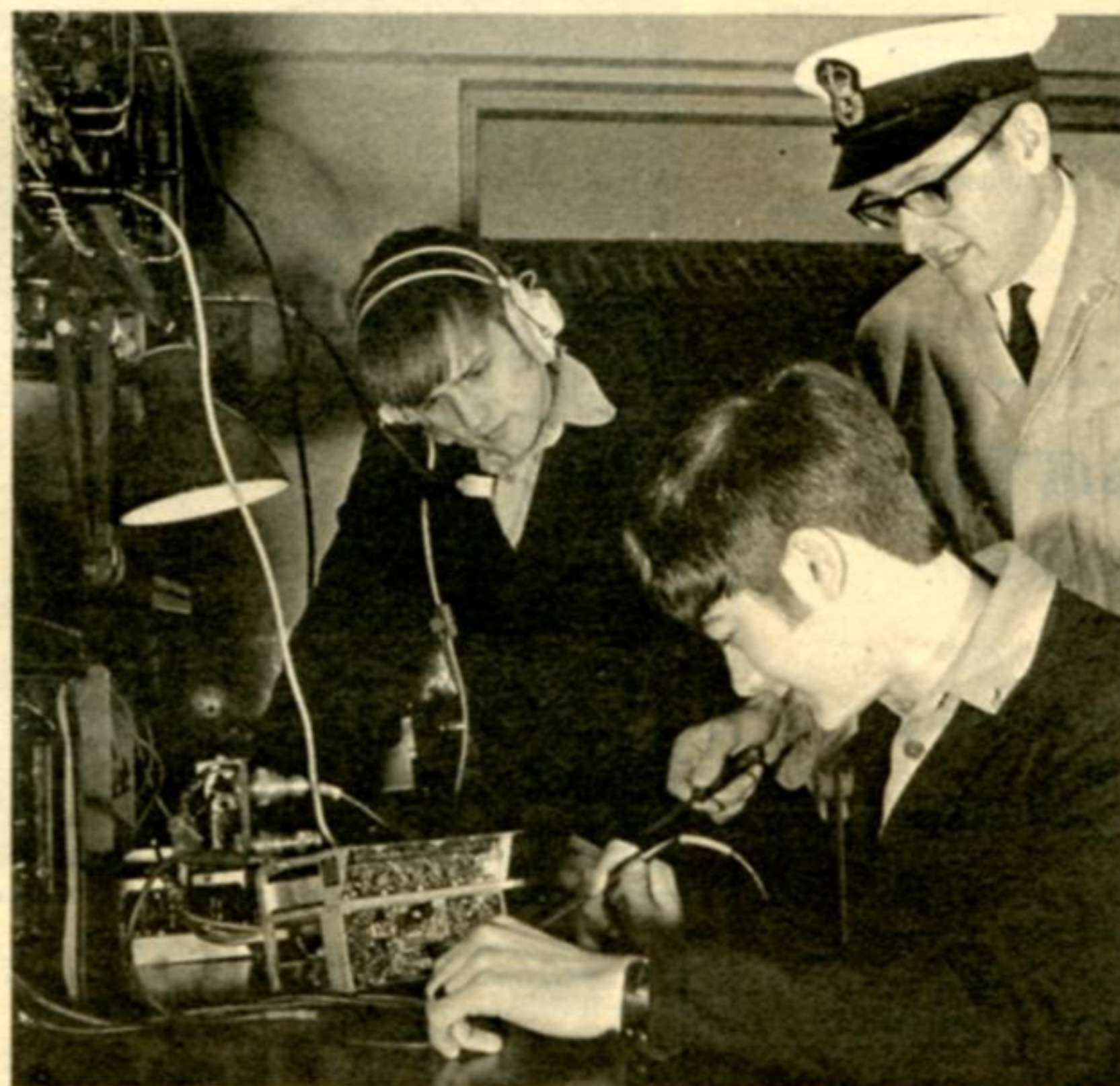
Because the aircraft is being built under the regulations of the Popular Flying Association for home builders, it has been possible to offer trainees craft experience and participation seldom found on Service aircraft, and that is the main objective of the project.

Like that "half-hour job on the car," it is taking just a bit longer than expected, but should soon be gracing the sky over Lee-on-Solent.

In the picture is one of the instructors on the project, Chief Aircraft Artificer Kenneth Peter White.

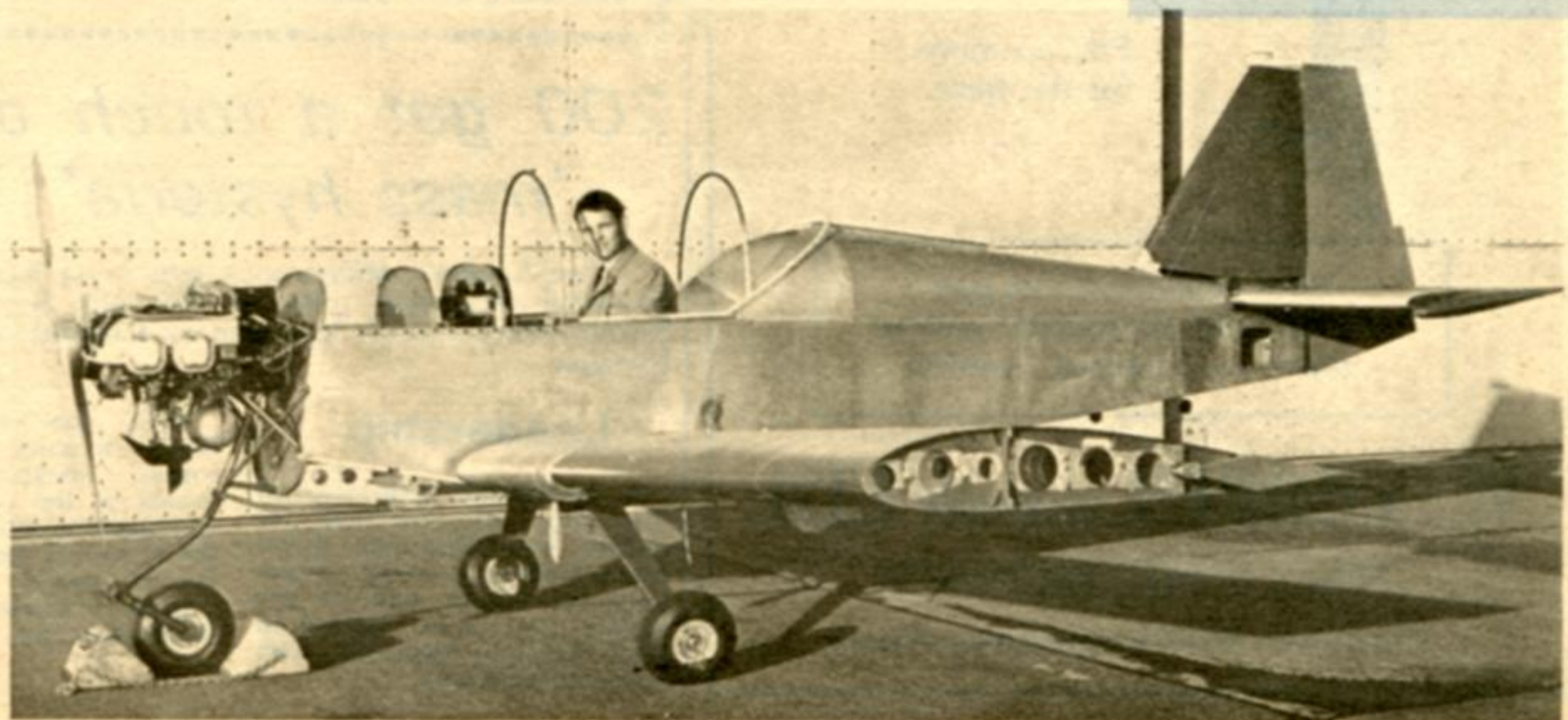
Fault finders at work

Tracking down faults in the maze of modern electrical gear is an important part of the maintenance training. Chief Bill Morehead is giving instruction on ultra high frequency equipment to R/Apps. John Shepherd and Michael Bullen.



Meet the Sea King

Points of interest about the Sea King are demonstrated on this realistic model to naval airmen on the basic aircraft engineering course. Making the explanations to NA James Meggs, Jack Cooper and David Brolly is Chief Air Fitter Bernard Blagg.



Capital gains... gilt-edged... dividends... interest rates... equities...

Getting through the Customs, winning a chop in income tax, or investing your spare cash, all have one thing in common — there always seem to be others wearing the superior smiles of greater success.

These spry boys make the ordinary bods look like children in arms, and nowhere is this more true than in the realm of employing surplus income to the best advantage.

In the Royal Navy, lots of ratings, and especially the bachelors and seniors, pick up a fair old whack of pay, and even the bottomless pit of spending on choice motor cars doesn't by any means mop it all up.

Most of them have banking accounts, and a few just let the money accumulate — a truly wicked waste of earning capacity.

However, trying to be a money wizard is a complex business. The men who take an interest will often hear lectures from experts, such as National Savings, buildings societies, unit trusts and life insurance, but that is not what they really want.

The small print

They would like help in navigating through the mass of small print to see what is being offered in order to be able to compare, and they also need guidance on what is best in individual cases.

Obviously the best kind of investment depends upon such



It's your money they're after

important points as these: can you leave the money alone for the next ten years? Would you want to be able to get all your money back tomorrow? Are you prepared for a bit of a gamble?

Are you saving for a specific project or just generally putting spare cash to good use?

Those who begin to dip into the subject more seriously often

find themselves studying "Money Which," and few "independent advisers" would claim to be able to give such facts and figures of close study.

Life insurance

The Navy can obtain investment advice from The White Ensign Association, where the staff examine the requirements

of each inquirer, before getting the assistance of experts.

If there is criticism that rather a lot of inquiries seem to end up with life insurance, the Association answer is that life insurance is in fact one of the best and more popular forms of investment, and they claim to get the best possible advice available.

"But," said the Assistant Secretary, Cdr. A. D. M. Williams,

"any impression of bias towards life insurance would be absolutely wrong. We often have to advise against it. Each inquiry is dealt with individually, and we sort out the best for each one."

Navy News also asked a bank manager if facilities were available.

Yes, he said, no matter how small the account, we will give

advice on investment — and not slanted in any direction.

But he also pointed out that investment was a science, and a bank would be unlikely to be able to provide a sort of "league table" of the most productive forms.

So where do you go from there?

It seems simple, really. You make up your mind whether you are a simple sailor or have ambitions towards being a money wizard.

In the first category, you take advantage of such advice as is readily available, and do what you are told. Your money will be safe, and you will get a much better return than just letting it mount up in the bank. You might have been able to do marginally better, but on the other hand you didn't have to stretch your mind to cope.

A small plea

On the other hand, the would-be wizards will hear all the lectures, look at the small print under a microscope, become regular readers of the Financial Times, and — who knows — make a packet out of Poseidon.

Just a small plea, though, for the Royal Navy. The fellows who want to know about investment would like to hear from advisers not connected with any particular form.

In the end they will have to make up their own minds, but would like to make the start on an independent basis.

FRIED DRAGON AND CHIPS?

Britannicus, after reporting Dartmouth's St David's Day dinner in his newsletter, adds:

"Reports that the catering officer and his staff have been on the Moors looking for a dragon to meet the demands of the St George's Day menu are entirely false. A spokesman for the catering staff told me, 'Of course these reports are false; we breed our own dragons for culinary purposes!'"

DARTMOUTH IN THE NEWS Grass skirts on parade ground

for 'potted' sports

The parade ground in front of Britannia Royal Naval College doesn't usually look like this. But then this was the evening of the "potted" sports.



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BRANCHES AT ALL PRINCIPAL PORTS

Thirty-five years ago, as Chief Cadet Captain at Britannia Royal Naval College, Capt. J. D. Cartwright, of Southtown, Dartmouth, was awarded the King's Dirk. In February he was back at B.R.N.C. to present his own sword to the term's senior sub-lieutenant, Keith Caldwell.

200 get a touch of 'mass hysteria'

Two hundred officers took part in an inter-divisional swimming relay at Britannia Royal Naval College, which was won by Cunningham Division.

Leadership

A leadership exercise on the edge of Dartmoor for cadets from Britannia Royal Naval College became a practical test when one of the cadets had to be rushed to R.N. Hospital, Plymouth, with acute appendicitis.

This was the first of a series of "mass hysteria" events at the college aimed at getting the maximum number of people to take part in an event at the same time.

THE NAVAL HERITAGE



Royal Navy's aircraft—No. 38 WESTLAND WHIRLWIND

ROYAL 'LIFTS'—AND PLENTY OF ACTION

Jungle airlifts for troops, movement of vast quantities of supplies, and mercy missions to hospitals — all have featured prominently in the eventful career of the Westland Whirlwind helicopter, veteran of the Malayan, Suez and Indonesian operations.

The Whirlwind HAR 1, British-built version of the American Sikorski S-55 helicopter, first flew in August, 1953, and the HAR 3 soon followed, differing by having the 700 h.p. Wright Cyclone engine instead of the 600 h.p. Pratt and Whitney Wasp. It also had a slightly lengthened nose.

In August, 1955, the prototype HAR 5 made its maiden flight. This was the first version to employ a British engine, the Alvis Leonides Major, and could be distinguished by its horizontal tail stabilizer and the modified tail cone and rear pylon.

Technical

WHIRLWIND HAR 1

Engine: 650 h.p. Pratt and Whitney Wasp R1340-40.

Dimensions: Length, 41ft. 8in. Height, 15ft. 4in. Rotor diameter, 53ft.

Weights: Empty, 5,170lbs.; loaded, 7,800lbs.

Performance: Max. speed, 95 knots. Range, 300 miles.

PHOTO POSTCARDS

Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 5p each (including postage) — 50p per dozen — stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal orders for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other aircraft in this series are Walrus, Seafox, Skua, Albacore, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraider, Fairy III, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE2C, Wessex V, Sopwith Schneider, Supermarine Scimitar and Gloster Sea Gladiator.

Beagle, Bulldog off with a bark —not a whimper

With "music by bark," two canine "choruses" gave men in H.M. Ships Beagle and Bulldog a rousing send off before the survey ships left Chatham for a 21-month tour overseas.

First it was the turn of the Britannia Beagles, the Navy's only pack of hounds.

With much woofing, snuffling and tail wagging, they welcomed their two large sea-going "cousins" to Dartmouth on February 25.

The ships, with the Beagle flying the Flag of the Hydrographer of the Navy, Rear-Admiral G. P. D. Hall, were paying a two-day visit to Britannia Royal Naval College.

The Britannia Beagles were founded in 1878, and, except for the period of the second world war when the hounds were taken in by local farmers, the pack has hunted regularly in the Dartmouth area.

CHATHAM'S TURN

The "dog watch" was also out in force at Chatham on March 1 where the Medway Canine Association felt it would be an appropriate farewell for the Chatham-based ships if a few champion beagles and bulldogs visited them before their departure overseas.

There were bulldogs on deck, beagles in the wardroom — and even an Afghan (though she was an "interloper").

NOSTALGIC VISIT

An early stop on the ships' tour was at the Channel Islands where a heavy programme of civic and private hospitality had been prepared.

It was a nostalgic occasion for those islanders who vividly remembered 1945 when the destroyers Beagle and Bulldog liberated the islands.

The ships will visit Gambia, South Africa, the Seychelles (where they will carry out a survey with another Chatham-based ship, H.M.S. Vidal) and the Far East before returning in November, 1972.

Belton boarders

H.M.S. Belton put a party aboard a French trawler and escorted it into Dover, where the skipper faced fishery charges.

Three bulldogs (two for real, of course), a lifebelt, — and a charming visitor — on deck.



STRICTLY LIGHT-HEARTED 'INVESTITURE'

When Sub-Lieut. Chris Lightfoot qualified for his watchkeeping certificate on February 26 he was duly "invested" with the special insignia demanded on such occasions by the unofficial custom of his ship, H.M.S. Grenville.

This sort of "Navy lark" tradition dictates that the honoured holder of the "decorations" must wear them at all times for 24 hours.

The key signifies his "coming of age." The clock is permanently set at midnight for the middle watch. The plug and chain are a kind of insurance "in case he gets carried away."

Sub. - Lieut. Chris Lightfoot wears the special "insignia" he won by qualifying for his watchkeeping certificate.



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... AND THERE WAS!



LET THERE BE LIGHT... A rewarding moment for Capt. P. W. Greening, commanding officer of H.M.S. Aurora, switching on the current after members of his ship's company had installed electricity for a Chinese village in Hong Kong colony.

Sailor— 'saints' as if by accident

To accuse a crowd of sailors of being "good Christians" would probably create deep embarrassment, but even if they would feel more relaxed being rated as "sinners," the Navy News postbag reveals a ceaseless stream of activities which enhance their Christian reputation.

Give Jack half a chance and he will be raising money for cripples, buying guide dogs for the blind, giving huge iced cakes to children's hospitals, or throwing a memorable party for old-timers.

FRIENDLY "PIRATES"

All over the world, the young under-privileged have happy memories of friendly "pirates" entertaining them, and whole communities have been helped with most ambitious projects to foster community relations.

This work of charity and the helping hand is done in the spirit of "good neighbours," and without any thought of Christian work.

Few would have the remotest idea that their acts of kindness spring from the fact that they come from a country with Christian traditions, and that they are, in fact, "accidental Christians" following a way of life which comes naturally to them.

CONFIRMATION

There are, also, the professing Christians. It must take a lot of courage in a junior training establishment to join the Padre and go up for Confirmation. But many do.

It is all part of the pattern by which Jack rolls up his sleeves or dips into his pocket to help the latest good cause.

BELFAST MIGHT BE SAVED

H.M.S. Belfast, the 11,550-ton cruiser, whose impending doom was foreshadowed in last month's Navy News, may yet be saved from the scrapheap to become a tourist attraction moored in the Thames.

A Belfast Trust has as its chairman Rear-Admiral Morgan Giles, M.P. for Winchester and a former Belfast captain, and donations are already being received to help save the ship.

In the House of Commons on March 8, Mr. Peter Kirk, Under Secretary for Defence (Navy), agreed to a short "stay of execution" while the Trust formulates definite proposals.

"I understand this will be before the end of June," he said.

Acknowledging arguments for preserving the Belfast, Mr. Kirk said: "There are a number of problems still to be worked out, but I will certainly hold up until the end of June any question of disposal of the hull."

Admiral Morgan Giles, who headed an all-party petition of 80 M.P.s, urged preservation during an adjournment debate.

The most favoured berth, being negotiated with the Port of London Authority, was alongside Hay's Wharf opposite the Tower of London. It was hoped that many of the two million tourists who visit the Tower each year would also visit the Belfast, the last surviving big Royal Navy warship of the steam age.

It was proposed that the headquarters of the London Division

Navy device to aid deaf children

After six months' work, officers at H.M.S. Collingwood, the Navy's weapons and electrical engineering school, developed an electronic device to help deaf children.

Consisting of an instrument incorporating an oscilloscope built into a circuit enabling the voice to be depicted, its aim is to show deaf children which speech sounds are correct.

Forty basic sounds have been photographed and mounted next to the screen, and the children are encouraged to duplicate them through a microphone.

The "voice signature," as it is called, has been made for the Penhale Infants' School at Fratton, Portsmouth, where there is a deaf unit, and was demonstrated there on March 11 with Lieut. P. R. Rundle, one of the team, explaining how it works.

Top of the tasty class



Wow, it almost looks too good to eat. With these culinary creations Ldg. Ck. John Marshall, of H.M.S. Andromeda, won the military class at the Bournemouth Catering Exhibition.

John, from Halifax, has been in the Navy for eight and half years.

For the gourmets, there's saddle of pork, orange Bavarian creme, and an egg dish.

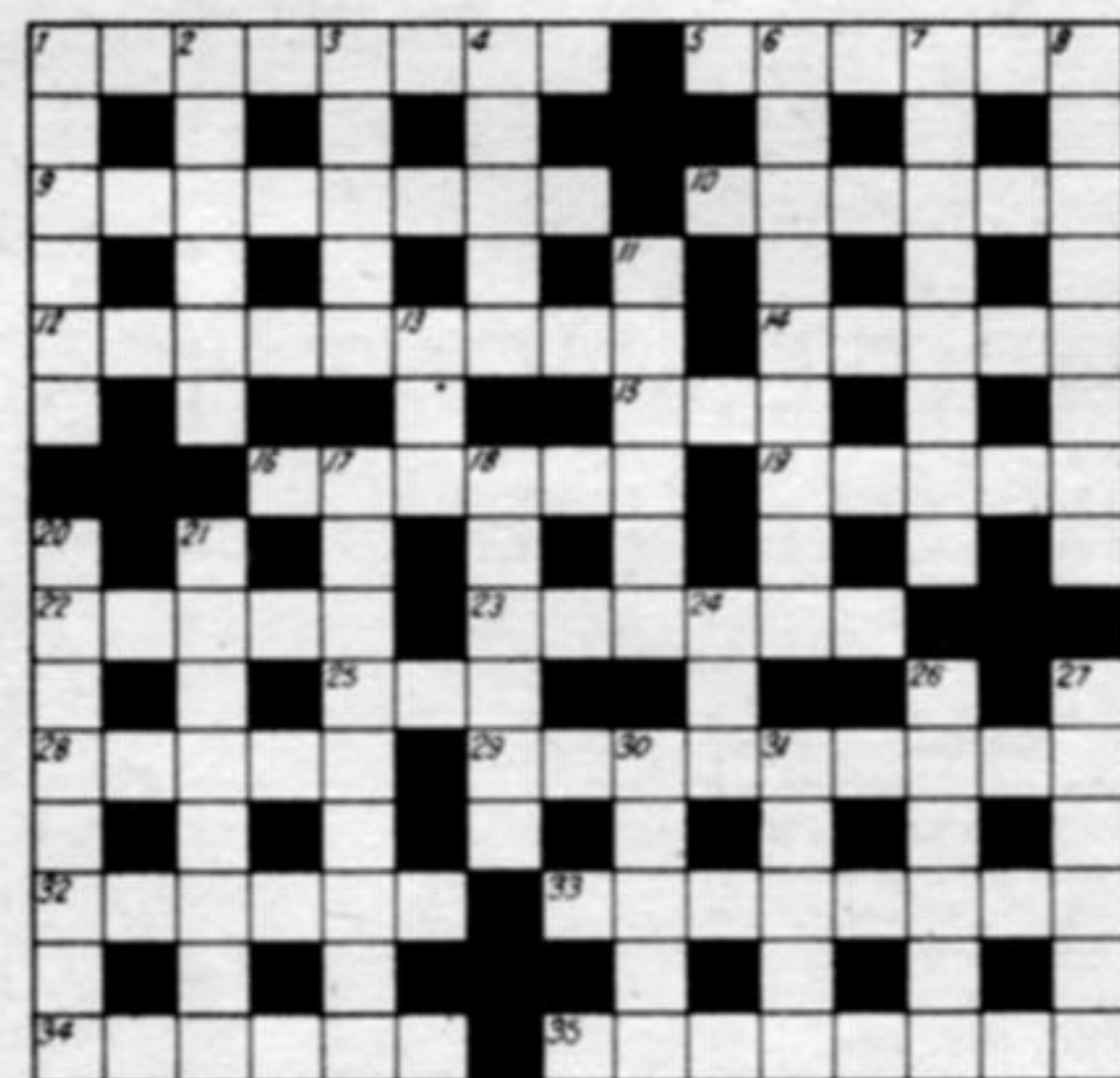
£10 crossword

ACROSS

1. Contrivance ends coldly (8).
5. You may do this with fear or delight (6).
9. Residents in the tannery? Almost (8).
10. The so-called "red" variety comes from North America (6).
12. The second part may be extremely useful if the first part is sinking (5, 4).
14. I do it wrong, naturally (5).
15. Bent light? (3).
16. Chemist's back-answer? (6).
19. One-time knob twiddler! (5).
22. It's understood the cat backs on to it (5).
23. Rather more than the face of a building (6).
25. Lie to the old priest (3).
28. He may have a horse (5).
29. Too ready to believe (9).
32. These regions are at the back (6).
33. The Queen's has a Mistress (8).
34. Seemly but inexpensive apparently (6).
35. Men to a T indeed; crazy! (8).

DOWN

1. I start to become a painter (6).
2. Game played by racketeers? (6).
3. Teeth or 8 down? (5).
4. To us it's inquisitive (5).
6. Found guilty, with prospect of becoming most of it perhaps (9).
7. Issues in the book-world (8).
8. Huge things which could deliver more than sermons? (8).
11. Plural 22 across when muddled, is at rest (6).
17. You may have to pay a tax if you thus amuse others (9).
13. Cricketer quadruped (3).
18. Should be a cool room (6).
20. Surprised; and rattled, largely too (8).
21. A cad and mice become scholarly (8).
24. Ida's help? (3).
26. Part of Roman army that could have been hot or c. (6).
27. You can't do this if you're at the top (6).
30. Rub this out (5).
31. This kind of influence is excessive (5).



Name

Address

SOLUTION 25

Across: 1, Looking-glasses; 9, Night; 10, Syndicate; 11, Extradites; 12, Pine; 14, Obscure; 16, Repair; 18, Pieman; 19, Pell Mell; 21, Rots; 22, Pertaining; 25, Largeness; 26, Ideas; 27, Dress designers.

Down: 1, Lance-Corporals; 2, Ought; 3, Intra-mural; 4, Gas-pipes; 5, Linger; 6, Spin; 7, Eradicate; 8, Meteorologists; 13, Declining; 15, Shelterer; 17, Dentists; 20, Defend; 23, Irene; 24, Keys.

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ADDRESS

L1

Winners of Crossword No. 25 were Lieut. E. C. Singleton, of Cowplain, Hants, and Mrs. E. M. Springle, of Princed, Emsworth, Hants.

NAVY NEWS DIARY

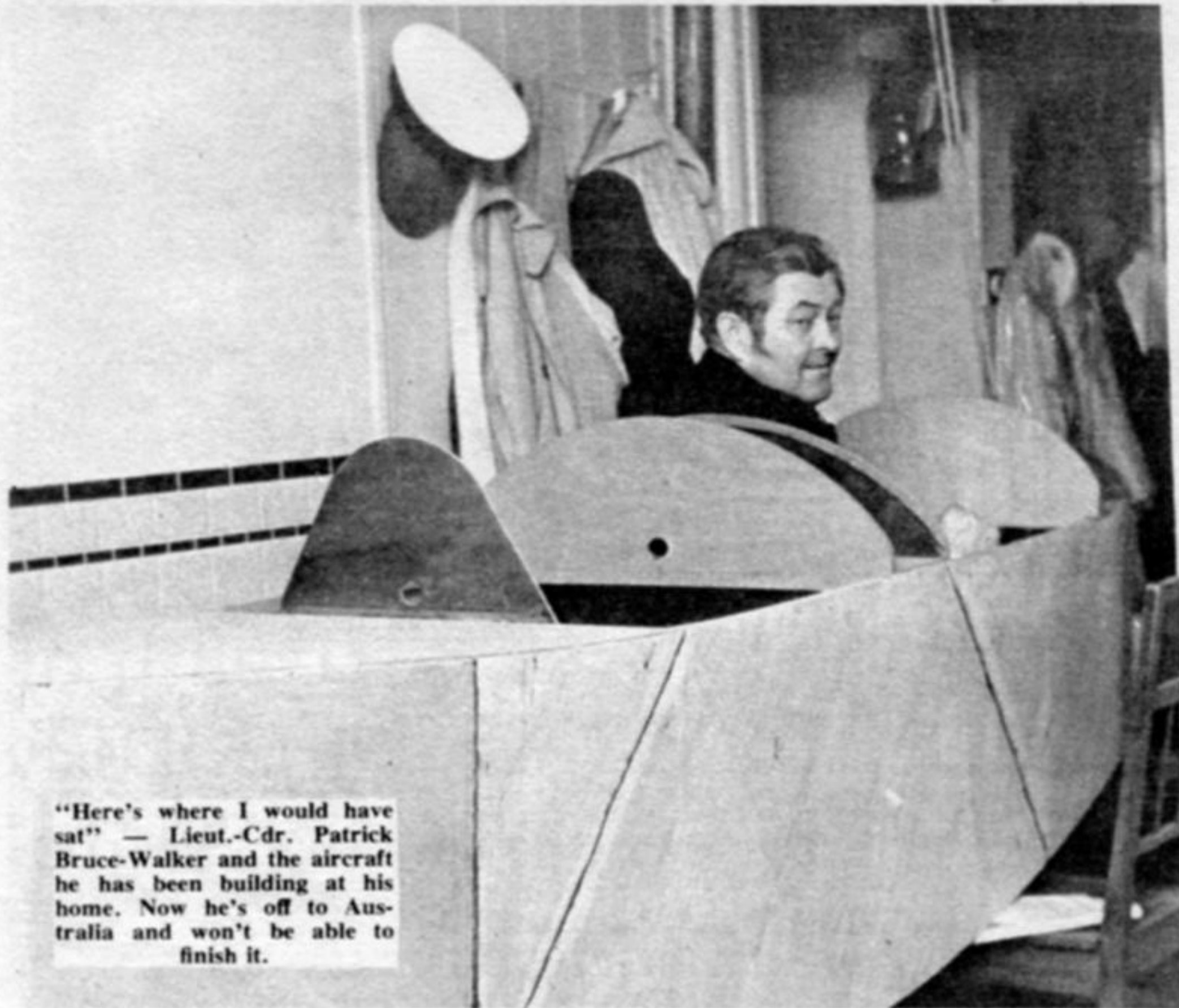
**Kitchen-built
plane but . . .**

MIKADO HAD NAVY IN THE LEAD

Capt. Jack Wigg, Chief Staff Officer (Technical) to the Flag Officer Scotland and Northern Ireland, took to the boards when he played the title role in the "Mikado" for a Dunfermline Gilbert and Sullivan Society production. With him is Yum Yum, alias Mrs. Dorothy Johnson, wife of Lieut. Johnson, of H.M.S. Caledonia.

The show was played to packed houses.

Capt. Wigg has produced and appeared in many plays and operettas both in Britain and the Far East, as well as Gibraltar.



"Here's where I would have sat" — Lieut.-Cdr. Patrick Bruce-Walker and the aircraft he has been building at his home. Now he's off to Australia and won't be able to finish it.



SERVICE TOGETHERNESS ON 'THE ROCK'

The smiling couple pictured (left) at Gibraltar, where both are serving, are R.A.F. Air Traffic Controller Flt.-Lieut. Patrick Dyer and his wife Susan, a W.R.N.S. second officer.

They are believed to be the only married serving officers from different armed forces.

Though marriage between the Services is not uncommon, the difficulties of both partners serving together make it a rare occurrence.

Second Officer Dyer, from Bicton, Shrewsbury, now serving on the staff of the Flag Officer, Gibraltar, met her husband-to-be while canoeing in Shropshire when attached to R.A.F. Syreston on recruiting duties for the W.R.N.S.



It's a tough life on television

... Farewell to high-flying idea

Off to Australia on April 30 goes "ideas man" Lieut.-Cdr. Patrick Bruce-Walker, who found himself in the news last year as the man who was building a two-seater aircraft in the kitchen of his home.

Now, with his departure from Britain, he will not be finishing the plane. But, if the past is anything to go by, he will soon be building or designing something "down under."

He had been learning to fly at Rochester Airport in Kent and was hoping to use his home-built plane.

Chatham service

At Chatham in February Lieut.-Cdr. Bruce-Walker ended seven-and-a-half years' service as Engineer Officer on the staff

the valve recorder which is now standard equipment in the catapult systems of British and American aircraft carriers — it gives advance prediction of possible breakdowns and has probably saved many lives and expensive aircraft. And the new-type fenders used for H.M.S. Valiant were designed from his rough sketches.

His main job at Chatham was maintenance of Port Auxiliary Service craft.

of the Captain of the Port, and he officially retired from the Royal Navy in March.

Soon he joins the payroll of the Royal Australian Navy.

One of his developments was



Who's this "in training" with field gun men at Ports-mouth?

If you think you recognize the face and figure, you're probably right as it's television personality Andy Price, of B.B.C. South.

Mr. Price was visiting field gun teams at Whale Island for an item to be shown on TV. He managed several of the operations, including crossing the chasm with a 120lb. wheel on his shoulder.

In the picture he is traversing the chasm on the gun barrel, with PO Dave Clarke, from Chatham.

Photo: PO W. Stenning.

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C.-in-C. of Western Fleet

APPOINTMENTS

Admiral Sir Edward Ashmore becomes Commander-in-Chief Western Fleet in July in succession to Admiral Sir William O'Brien. He also succeeds to the NATO appointments of Allied C-in-C., Channel, and C.-in-C. Eastern Atlantic Area.

Admiral Ashmore is a former Flag Officer Second-in-Command Far East Fleet, and more recently has been Vice-Chief of the Naval Staff.

During the war he took part in Russian convoy operations, and was awarded the D.S.C. when serving in H.M.S. Middleton on a convoy to Malta in 1942. Later he was Mentioned in Despatches. He specialized in communications, and after the war qualified as a Russian interpreter and

served as Assistant Naval Attache in Moscow.

From 1958-60 he was Captain (F) of the 6th Frigate Squadron and in command of H.M.S. Blackpool, and later he was Commander British Forces, Caribbean Area and Senior Naval Officer, West Indies.

Rear-Admiral J. E. Pope is to be Chief of Staff to the Commander-in-Chief Western Fleet from October. He is a former commanding officer of H.M.S. Decoy and H.M.S. Eagle, and in November, 1969, became Flag Officer Flotillas,

Western Fleet.

Other recent appointments announced include:

Capt. L. H. W. Taylor, As Chief Staff Officer, Captain of the Port and Queen's Harbourmaster, Chatham, July 1.

Capt. R. M. Burgoyne, Undaunted in command and as Capt.(D) Portland Training Squadron, September 1.

Cdr. W. C. Kirk, Argonaut May 3 and in command (Appointment to Naiad cancelled).

Cdr. P. B. Reynolds, Daedalus for Hovercraft Unit in command July 23.

Cdr. M. R. Hare, Naiad in command, August 18.

Cdr. D. A. Wallis, Rhyd December 6 and in command on commissioning for trials and service.

Cdr. J. Garnier, Minerva in command, January 29, 1972.

Cdr. R. J. Campbell, Beagle in command and as senior officer Beagle and Bulldog, July 14.

Lieut. W. A. Twist, Hubberston, December 20 and in command.

To be Second Sea Lord



Vice-Admiral L. D. Empson (above) is to be Second Sea Lord and Chief of Naval Personnel in succession to Vice-Admiral Sir Andrew Lewis from December.

Vice-Admiral Empson joined the Royal Navy as a naval airman in 1940. He served as a Fleet Air Arm pilot during the Second World War and later commanded H.M.S. Apollo and H.M.S. Eagle.

He is a former Flag Officer Aircraft Carriers, and in September, 1969 became Commander Far East Fleet.

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300 NEW MEMBERS

A membership increase of over 300, and the formation of two new branches, was reported at No. 3 Areas 23rd annual meeting at which the Area President, Rear-Admiral Sir L. Edward Rebeck, presided.

The new branches — Hailsham (Sussex) and Waterside and New Forest (Hampshire) — were thriving, it was stated.

Area officers elected

In memoriam

David E. McIlmpsey, PO Std. P/L 962628. H.M.S. Pembroke, February 8.

Norman Woodward, A/LRO(W), PO85694. H.M.S. President, February 21.

Cdr. David J. Dunbar-Dempsey, March 2.

Lawrence J. Bolger, A.B. P097244. H.M.S. Drake, March 2.

Lieut.-Cdr. Peter Richards, March 4.

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H.M.S. VICTORY (SHIP), H.M. DOCKYARD, PORTSMOUTH

This newspaper's aim to make its coverage of R.N.A. activities as informative as possible and to stimulate further sales of the newspaper within the Association, is expressed in a letter which has been sent to many branches.

It accompanies a poster which we hope can be displayed in branch headquarters or clubs.

Our business manager has further supplies of this poster for branches who would like to write to him at Navy News, Royal Naval Barracks, Portsmouth, PO1 3HH.

Unfortunately the effects of the postal strike are again felt on the R.N.A. page since the "flow" of news from branches was being held up during part of our production period.

H.Q. seeks ideas on diary

R.N.A. Headquarters is seeking ideas from branches on the design for an Association diary. Branches are also being asked to tell Headquarters if they want house flags.

Enceem writes: There seems to be a desire among members for Association diaries, but they are unable to decide what type of diary is required.

It would be wrong to expect the National Council to spend, say, £1,000 on diaries, to find

that only half were sold.

DESCRIBE IT

If branches or areas would describe a diary suitable for their use, and inform Headquarters, there is no doubt that a diary suitable for the whole Association could be agreed upon.

BRANCH BRIEFS

Newton Abbot

There were some lively "goings on" during February when visitors to the club included Cupid and a number of people attired in nighties and pyjamas — on separate occasions, it must be added.

The arrival of Cupid, duly armed with his bow and arrow, was a highlight of the Valentine Party on the 13th when he leapt on to the scene through a red "heart."

Nighties and pyjamas were the dress of the day at a pyjama party on February 27.

And the previous month there had been a company of "tramps" at the club for the R.N.A.'s annual tramps' ball.

Nottingham

Ages of the guests ranged from 20 months to 14 years when the ladies' committee gave a party for 80 children of branch members and 12 special guests from Nazareth House in January.

Santa Claus was there with presents for the children, and the ladies' committee were assisted by members of the men's branch in organizing the event.

Isle of Wight

Santa, with presents, was also at this branch's annual Christmas party which 45 children and grandchildren of members attended at the Weston Hut, Oakfield, Ryde. There was also a magician.

The fifth Christmas Island reunion (Task Force Grapple officers) is at the Naval and Military Club, London, on April 30. Secretary — Mr. D. M. Brockett, 59, Gordon Road, Windsor, Berks, SL4 3RG.

Portsmouth branch of the Royal Hospital School O.B.A. has its 45th annual dinner and dance on April 16 at Southsea. Details — Lieut. J. L. Hodgson, H.M.S. Sultan, Gosport, Hants.

New Admiral of the Fleet

nery School at Whale Island.

He was welcomed by the commanding officer, Capt. P. D. Nichol, and is pictured, below, with CPO Gunnery Instructor Kenneth Buckley, a key member of the Training Planning Team.



Death of the 'Lady in White'

The "Lady in White," affectionately known to sailors of the second world war for her singing as their ships sailed in or out of Durban, has died, aged 82.

Mrs. Perla Siedle-Gibson, who visited the U.K. last year, started her dockside singing in 1940 when working in a canteen as a convoy was leaving.

It began with "When Irish Eyes Are Smiling," which she sang when an Irish sailor shouted: "Give us a song."

In January last year, Navy News reported Shipmate Geoff Wingrove's words in Durban R.N.A. branch's newsletter — "The tremendous affection in which the Lady in White is held after all these years by men who heard and met her 25 years ago is amazing... The young men of today's Royal Navy still accord her that great affection, and go out of their way to meet her during their visits to Durban."

A week before her death Mrs. Gibson bid her customary farewell to H.M.S. Zulu. At the funeral, wreaths included one from the Senior British Naval Officer South Africa.

Throwing the lot at the Bismarck

The British had closed to only 3,000 yards from the Bismarck, and still she wouldn't sink, when a small square figure on the bridge called for his binoculars — to throw at her!

This was one of the personal memories of the years between 1938 and 1943 which were recalled by Admiral Sir Alexander Bingley at a memorial service at Westminster Abbey for Admiral of the Fleet Lord Tovey, of Langton Matravers.

Another memory was of "my favourite photograph of him, sitting next to King George VI watching Leslie Henson in the canteen theatre on Flotta, both of them rolling in their seats and positively crying with laughter."

MOST DRAMATIC

After the Bismarck chase in 1941 when Admiral Tovey flew his flag in the battleship King George V — that most dramatic of naval episodes, a week of almost theatrically alternating ups and downs from the loss of the Hood to the final triumph — the name of Tovey was on the lips of every man in the street, said Admiral Bingley.

But when fortune dealt him such a real ace, he refused to use this to strengthen his position.

By contrast, those years also included what was probably the most unhappy period of his career, the North Russian convoys and the notorious PQ.17.

FORCED ON HIM

This convoy was an operation forced on him from above for reasons of higher policy, though he knew it to be fundamentally unsound. It was going surprisingly well when it was suddenly turned into a disaster by a tactical order to his ships, issued over his head and against his known wishes, from an office thousands of miles away, said Admiral Bingley.

"Although nobody could possibly suggest that the consequent heavy loss of ships and of men was in any way due to any fault of his, his sense of responsibility, especially towards the merchant seamen, was too strong to allow him to rest on that truth."



Villefranche provides an attractive "backdrop" for H.M.S. Eagle (left), which has been operating in the Mediterranean and makes an impressive sight as she enters the resort. Among distinguished guests who have

visited the carrier recently have been Mr. Christopher Soames, British Ambassador in Paris, and Mrs. Soames. Below, Mrs. Soames is seen admiring trophies in the ship, accompanied by Cdr. E. M. G. Johnstone.



Junior Assistant Steward David Nadin (16), from Barlborough, Chesterfield, was serving in H.M.S. Eagle and having his first taste of foreign travel in the Mediterranean when taken ill.

In an emergency operation performed by the carrier's medical staff his appendix was removed.

Here he has a bedside talk in the Sick Bay with the Eagle's commanding officer (Capt. I. G. W. Robertson).

Eagle in the Med.

Junior Seaman Ronald Derek Lee (16) jumped into the sea off Gibraltar to save the life of a shipmate who had struck his head before falling in.

The incident occurred while H.M.S. Eagle was at anchor in Gibraltar Bay, with a heavy sea running and the wind gusting to 50 knots.

One of the ship's boats was secured to a boom and JS Lee and another rating, both members of the boat's crew, were climbing the Jacob's Ladder when a violent motion of the boat jerked the ladder. The other rating, who was climbing on to the boom, lost balance and fell back into the sea, striking his head on the boat as he fell.

JS Lee immediately climbed down into the boat and tried unsuccessfully to pull his shipmate inboard. He tied a line round himself and jumped into the water to support him and keep his head above the surface.

The injured man then lost consciousness and JS Lee, as well as keeping him afloat, gave mouth-to-mouth resuscitation until help arrived and the rescue was completed.

Commending JS Lee for his courage and resourcefulness, the Commander-in-Chief Western Fleet (Admiral Sir William O'Brien) said there was little doubt that the prompt action saved the rating's life.

JS Lee has also been recommended for a Royal Humane Society award.

Below: Junior Seaman R. D. Lee, who has been commended for his courage and resourcefulness in saving a shipmate's life.



Chatham 'best yet'

— NATO

A two-week visit to Chatham by NATO's Standing Naval Force Atlantic was "one of the most enjoyable yet among the port visits of this force," said Capt. Raymond Allen, USN, its commodore.

The only regret was that the squadron arrived later than scheduled after being diverted en route from Lisbon to observe a group of Soviet ships and submarines.

The five ships arrived in Chatham on March 9 and left on March 22.

The 1,300 sailors from the USS Bigelow, H.M.S. Lowestoft, the Narvik (Norway), Isaac Sweers (Netherlands) and Lubeck (Germany) were entertained by the Navy and by local authorities of the Medway Towns, and toured Kent and London, enjoyed sports activities, and private hospitality.

The Lowestoft had sailed from Chatham on January 12 to join the other new members of STANAVFORLANT at Rotterdam, and her March return to her base port was not the first British experience for her international colleagues.

In early February, during the squadron work-up off Cornwall, the week-ends were spent in Devonport, and the Continental and American sections took the opportunity to see the West Country, enjoying, by all accounts, traditional hospitality.

After work-up, the squadron sailed for Lisbon and Exercise Sunny Seas.

DUTCH-ENGLISH

In Lisbon the squadron was joined by its Portuguese section and a large contingent from the French Navy, and a combined Dutch-English church service was conducted on board H.N.M.S. Isaac Sweers by the squadron chaplain, the Rev. P. P. Ball, R.N.

On Shrove Tuesday a pancake derby was held on the flight deck, and later in the week, a two-day deck hockey knock-out competition was won by the M(E)'s team.

Lieut. N. R. H. Cartwright receives H.M.S. Scimitar's new scimitar from Mr. Derrick Gatley.

SCIMITAR SWAPS BLADES

A Wilkinson sword has been replaced by a Wilkinson scimitar — aboard H.M.S. Scimitar, of course.

One of the symbols of a liaison which existed between the firm and the fast patrol boat, H.M.S. Brave Swordsman from 1962 until the boat paid off last year, was a naval officer's sword on which the name of each succeeding commanding officer was engraved.

Brave Swordsman's last commanding officer, Lieut. J. S. Chestnut, took the sword with him when he took command of H.M.S. Scimitar, one of three new fast training boats.

In February, Lieut. Chestnut's successor in command of the Scimitar, Lieut. N. R. H. Cartwright, was presented with a scimitar by Mr. Derrick Gatley, director of Wilkinson's sword division.



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An old link revived

An old link between the Japanese and Royal navies was revived when the Japanese "First Sea Lord," Admiral Kazutomi Uchida (Chief of the Japanese Maritime Staff) visited Malta at the invitation of the island's government.

In the Capuchin Naval Cemetery at Kalkara is a memorial to the dead of the Imperial Japanese Navy flotilla which was stationed at Malta during the First World War.

After calling on Rear-Admiral D. G. Kent (the Flag Officer Malta), Admiral Uchida, who was accompanied by Rear-Admiral Mogami, went with Admiral Kent to the cemetery, where wreaths were laid.

U.S. Navy strength

The United States Navy is to have a major modernization programme to counter increasing Russian strength, but manpower is to be cut by 10 per cent.

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NAVY BOXING FORTUNES

AB. Peter Voce and Cpl Richard Hall R.M. won titles (and assured their passages through to the A.B.A. quarter finals) in what were otherwise disappointing C.S.B.A. individual championships for the Navy.

The Navy entered the championships at R.A.F. Stanmore Park on March 17 and 18 without fly or bantamweights, boxers being considered too inexperienced, writes **Puncher**.

In the semi-finals Mne Bill Gray and heavyweight Mech. Pat Curtis were eliminated. Cpl Tony Tibbs, 16/5 Lancers, outscored Bill who lacked his normal confidence.

Two R.N. Open runners-up contested special bouts as openers for the C.S. finals, ME Alan Foster (Hampshire) and PO. Stwd Gordon McAlonan (Neptune) winning convincingly.

Mne Dave Cornish (CTCRM), featherweight, although losing the first two rounds to Cpl. Phil Moyse (R.A.F.), shook his experienced opponent with hooks to the head and body in the third, but Moyse hung on for the verdict.

POME Frank Gordon, the Navy champion, realizing his eye, cut in the Navy championships, might hamper him, went after Gnr. Ben Walsmeyer, but the eye stopped Frank's gallant effort.

Voce showed Lieut. Frank Collinson that his selection for England last December was justified.

He looked sharp and hit the para. lieutenant with straight counter punches and hooks, to win the title for the second time.

Richard Hall (Eastney) was confident having K.O.ed his opponent, Dvr Peter Lewis in the first round of their Inter-Services clash. However, the Army champion survived numerous heavy punches to make Hall fight hard for his points win.

Sgt. John Laing R.M., who convincingly outscored Plt. Off. Mike Richards in the semi-final, took a long right to the head from the Army champion, Pte. Peter Cobourne, and was counted out in the first round.

Mne Graham Hinton (DPRORM), substituting for Stwd. Norman Willox, again faced the formidable S.A.C. Tony Deans. Graham, lacking experience, never looked like upsetting the favourite.

Plymouth win

Only 28 boxers competed in the Inter-Command open team and individual championships at Portsmouth.

Plymouth, with 11 boxers in seven weights, won.

There were no bantam entries.

Highlight of the finals was at light-middleweight where Mne Bill Gray, twice Navy champion, faced the 1965 A.B.A. welterweight champion, ME1 Peter Henderson.

Although Billy shook the experienced Peter, dropping him in the first, experience showed, and Peter outscored the Marine.

Dave Cornish won a unanimous decision over young ME Alan Foster.

Despite a badly bruised eye, POME Frank Gordon did not allow NA Andy Farmer (Air) to take advantage of this and won the lightweight belt by stopping Farmer in the second.

Voce, Hall and Laing won their bouts by the short method, against, respectively, ME Tommy Dunn (Plymouth), EM(A) John Turnbull (Air) and ME Vince Fahy (H.M.S. Otter).

Stwd Norman Willox (Air) scored a convincing points win over Mne Graham Hinton in the lightweight final.

The word is that the famous name *H.M.S. Temeraire* is likely to return to the Navy List as the ship name for the Royal Naval School of P.T. at Portsmouth. We understand that a commissioning ceremony may be held in the near future.

The "fighting Temeraire" is surely an appropriate title to describe the sporting spirit and will to win being displayed in Service sport these days, and in Inter-Service and national competitions by sportsmen of the Royal Navy.

The name first entered the Royal Navy when a French third rate was captured in August, 1759.

The next Temeraire, a second rate built at Chatham in 1798, fought at Trafalgar. She was the subject of Turner's famous picture

Enter — a sporting Temeraire now?

"The Fighting Temeraire" which showed her being brought up to Rotherhithe to be broken up.

An 8,540-ton battleship built at Chatham in 1876 also saw action under the name before being renamed *Indus II* in 1904, and later *Akbar*, and sold in 1921.

The 18,600-ton battleship *Temeraire*, launched at Devonport in 1907, served at the battle of Jutland.

SPORT SPOT

More sport on pages 30 and 31

Titles for two



BATTLE SCAR

Despite this bruised and cut eye, sustained in the semi-finals, POME Frank Gordon stopped NA Andy Farmer to take the Navy lightweight belt. But the eye won when the referee stopped his gallant title bid in the CSBA championships.

Picture: NA Jan Cottle.



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NAVY NEWS IN BRIEF

GERMAN VISIT BY

NUCSUB.

H.M.S. Churchill spent five days at Kiel on a courtesy visit, being the fourth British nuclear submarine to call at a West German port.

The Dreadnought and Warspite have already been to Kiel, and the Valiant to Hamburg.

After a maintenance period at Chatham, H.M.S. Minerva is returning to the Far East Station in July.

Action by the minesweeper H.M.S. Wasperton, later supported by the frigate H.M.S. Galatea, resulted in a Russian trawler being escorted into Lerwick, where the skipper was fined for fishing inside the 12-mile limit.

* **Admiral's** *
* **£33 walk** *
* Vice-Admiral Sir John *
* Roxburgh, Flag Officer *
* Submarines, raised £33 for *
* the Red Cross by stepping *
* out on a charity walk, *
* sponsored by the *
* wardroom and chief petty *
* officers' mess at H.M.S. *
* Dolphin. *

The third of three new fast training ships, H.M.S. Sabre, was commissioned at H.M.S. Vernon on March 5, the ceremony being attended by Vice-

Admiral Sir Peter Gretton, who commanded the first H.M.S. Sabre — an "S" class destroyer during the Second World War.

Sea King helicopters from Culdrose have taken part in two rescue operations — one to lift a Wasp helicopter after an emergency landing on the beach at Portsmouth, and the other to recover an R.A.F. Whirlwind which had force-landed on the sand dunes near Barnstaple (Devon).

"No blame attaches to any R.N. personnel" was the finding of the Board of Inquiry which investigated the collision between H.M.S. Ark Royal and the Soviet Kotlin-class destroyer in the Mediterranean. Commanding officer of the carrier at the time was Capt. Ray Lygo.

Lieut.-Cdr. Neil Malcolm-Smith, R.N.R., of H.M.S. Claverhouse, Edinburgh, won the first individual prize in the R.N. Pipers' Society's annual competition.

Work-up at Portland this month was the programme for H.M.S. Fearless, which recommissioned at Devonport on February 12 after a refit which included installation of the Skynet satellite communications



system. Lady Hull (wife of Field Marshal Sir Richard Hull), who cut the cake, was presented with a bouquet by the youngest rating on board, JM(E) Johnson.

About 1,200 certificates (400 of them naval) have been taken out for membership of the D-Day and Battle of Normandy Fellowship, formed in connection with the completion of Portsmouth Cathedral as a D-Day memorial. Many of the certificates are in memory of those lost in the historic operation.

Discussing the model technique

The Flag Officer Naval Air Command, Vice-Admiral M. F. Fell, discusses a point about the launching technique of the Phantom with Capt. L. S. Bryson, captain of H.M.S. Daedalus.

Lieut. E. M. Hackett and PO David Gregory help to demonstrate.

The model aircraft form part of the replica of H.M.S. Ark Royal recently renovated for its 1971 tour of Britain. The 35-foot long model of the carrier starts its tour at Bournemouth Boat Show, with PO Gregory in command.

Sportsman top of his class

When Admiral Sir Horace Law presented prizes at H.M.S. Raleigh, among those he talked to was JME A. P. Crossley, of Rugeley (Staffs), who came top of his class at the end of Part II training with 83 per cent. and represented his division at rugby, soccer, judo, and cross-country running.

Sweet sense?

Dentists might well have shuddered at a ship's request at Devonport for Naafi stores "delivered on first arrival" — 2 gross Mars bars export, 6 doz. Aztec, 6 doz. Crunchies, 6 doz. dairy milk, 6 doz. fruit and nut, 6 doz. whole nut, 6 doz. Bourneville.

However, perhaps all will be well after that sugary load has been consumed, for the order continued with "12 doz. toothpaste assorted, and 6 doz. toothbrushes".

'Tight squeeze' canal trip to Brussels

"It isn't possible to take a Type 14 to Brussels" was the reaction to the proposed visit of H.M.S. Dundas, with H.M.S. Hardy, but unbelievers were persuaded that the Belgians have utilized the Scheldt river and built a canal with six feet to spare at the narrowest.

As the picture below indicates, it still looked impossible at the approach, but the two ships made it, and arrived in Brussels on February 16 to a welcome not only from the Belgians but from a sizeable British community.

A soccer challenge to play the Belgian Navy and Army HQ resulted in a draw for the "H.M.S. Dunhardydass" team, and sightseeing tours included the battlefield of Waterloo.

RACE HOME

The Royal Naval Association branch — the only one outside an English speaking community — proved a good friend to serving personnel by organizing two "Grippe" runs (beer drinking evenings), and our American allies received further proof of British insanity when the CPOs and POs were invited to SHAPE for a social evening, which was voted a tremendous success.

On the return voyage, some members of the ship's company proved it was quicker by road and rail, especially when "rail" means hovercraft.

A race was arranged between six pairs of ratings, a prize of £10 being offered for the first pair to Portsmouth Dockyard hitch-hiking. The ship took 24 hours, the winning pair 12.

CAKE PRESENTATION

A new "H.M.S. Dundas" has gone to the breakers' yard — in the nicest possible way.

PO Cook Albert Calamatta and Cook Charlie Carabott baked a replica of the ship in cake and icing for entry in the Western Fleet cookery competition.

Afterwards they went with the commanding officer, Lieut.-Cdr Mark Ruddle, and Master-at-Arms Peter Rowley to hand over the cake for the children's ward of Weymouth and District Hospital.

"He did mean metres and not feet . . ." There must have been some nail-biting moments as H.M.S. Dundas approached Kappellen lock, but the ship was negotiated into position and duly arrived at Brussels.

Wagon trek to Brighton

Twenty-four junior seamen from Osprey Division at H.M.S. Vernon will set off on April 3 to walk to Brighton and back pulling miniature covered wagons.

The juniors will be started at 0800 by Capt. S. M. W. Farquharson-Roberts, captain of H.M.S. Vernon, and, marching in two teams of 12, their aim is to cover the 100-mile walk to Brighton and back in 28 hours, returning to Vernon by 1200 next day.

The juniors will be accompanied by three divisional leading hands, and the purpose of the marathon novelty walk is to raise money for King George's Fund for Sailors.

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Photo: PO Dave Morris

Soccer ship Albion

'Their'
team
aboard

One captain shows another how to use a telescope (left). Demonstrating is Capt. J. G. Jungius, commanding officer of H.M.S. Albion, and taking a look is John Kaye, captain of West Bromwich Albion soccer team.

The occasion was a visit by the team and more than 500 of its supporters to the commando carrier at Portsmouth.

Last autumn the team was adopted as mascots by the ship and this had been the first visit possible because of the operational and refit activities of the Albion, whose programme now takes her to the Far East.

Guides met the team and supporters, who travelled by special train, and took them to the

Albion and also to H.M.S. Victory. On board the carrier a variety of displays were staged and the guests were able to visit the flightdeck, hangars and living and recreational spaces.

Members of the West Brom team responded by showing their skill in dribbling and taking penalty shots.

PRESENTATIONS

Several presentations took place, including one by the com-

manding officer to the chairman of the T.S. Albion (Sea Cadets) of a cake made by the ship's staff.

SOUTHAMPTON GAME

On the previous day West Brom had met Southampton F.C. at The Dell and Capt. Jungius and Communication Yeoman J. Lennon, captain of the Albion's soccer team, had been invited as West Brom guests.

And Father came back with the mail

While cruising off Cape Town H.M.S. Zulu sent a helicopter, piloted by Lieut. Tony Grattan-Cooper, on a routine trip ashore to collect the mail. He returned, but this time with a passenger — his father, Rear-Admiral S. Grattan-Cooper, who now lives in retirement near Simonstown.

This is the first time that father and son had met for several years and permission had been granted for Lieut. Grattan-Cooper to pick up his father while ashore.

The Rear-Admiral was himself a naval airman and served in aircraft carriers, but it was the first time he had made a helicopter landing on a frigate.

The Zulu paid a six-day visit to Durban and Lieut. Grattan-Cooper, granted leave, flew back to Cape Town with his father — this time by commercial airline.

THE GUEST SPEAKER

The chief petty officers' mess of H.M.S. Daedalus had as principal guests at a ladies' night dinner the former Speaker of the House of Commons, Dr. Horace King, and Mrs. King.

BULWARK GET-TOGETHER



H.M.S. Bulwark has been associated for a number of years with St Loye's College for the training and rehabilitation of the disabled, the students being between the ages of 15 and 50. Many of them are ex-Service men.

The college is at Exeter, and visits are arranged whenever the ship's programme allows.

The latest get-together was on March 3, when 20 students visited the Bulwark in Devonport Dockyard.

In the picture, Cpl Brown, R.M., is seen talking to one of the students during the buffet lunch.

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FIRST MINUTE GOAL, THEN —

Champs. hit for six

Facing the R.A.F., reigning inter-Service champions, at R.A.F. Halton, Bucks, on March 17, the Royal Navy soccer team was a goal down within the first minute. Then they went on to win 6-3, four goals coming in a 12-minute spell early in the second half.

Yes, it's a knock out!

A new tournament for ships' soccer teams, the Western Fleet Knock-out Competition, has got off to a good start this season and teams from over 40 ships have been competing in the two sections.

RESULTS TO DATE:

SECTION ONE. Round 1 — Gurkha 10, Yarmouth 0, Rothesay 8, Mohawk 4, Blake 8, Leopard 0, Falmouth 3, Grenville 2, Hampshire 2, Berwick 1, Antrim 4, Jaguar 2, Norfolk 2, Bacchante 1, Bulwark 4, Scylla 0, Fearless 4, Hermes 2, Ark Royal 3, Achilles 0, Danae 9, Tiger 1, Eagle 6, Scarborough 1, Ulster bt Torquay, Cavalier bt London.

Round 2 — Gurkha 7, Ulster 0, Blake 7, Rothesay 0, Norfolk 3, Antrim 1, Bulwark 3, Fearless 1, Ark Royal 3, Danae 0.

Round 3 — Ark Royal 2, Bulwark 1.

SECTION TWO. Round 1 — Monkton bt Hecla (walk-over), Dundas 5, Hardy 2, Duncan 4, Sabre 1, Malcolm 5, Abdiel 3, Resolution 3, Dreadnought 2, Valiant 4, Walrus 3, Palliser 4, Laleston 0.

Round 2 — Monkton bt Auriga, Dundas 4, Duncan 2, Malcolm 4, Resolution 0, Palliser 2, Valiant 1.

Round 3 — Dundas 4, Monkton 1, Reclaim 7, Palliser 1.

It was a great victory in a season of mixed fortunes at Navy level, and did much to wipe out the memory of the 2-0 defeat at Portsmouth by the Army the previous week, writes Benbow.

While the Army are invariably regarded as the "natural enemy," the R.A.F. were a formidable force able to retain eight of last season's championship side.

MISTAKES

It was a game of mistakes, the first of which, a sloppy back pass, gave the R.A.F. that first goal.

After 13 minutes, Wilkinson got the equalizer when he hit home a Huxtable pass, but almost immediately another back pass was intercepted and the R.A.F. were ahead again.

Things looked bad for the sailors who seemed disjointed and mistake-prone. But their morale

HOT SHOTS

When they defeated the Colombian Navy during a recent South American visit, H.M.S. Londonderry's soccer players chalked up their 20th successive match without defeat.

After two-and-a-half months on the West Indies Station they were able to boast a goal average of 182 for, 49 against, accumulated in 34 games during the Londonderry's present commission, only three of which were lost.

got the necessary boost just before half-time with an equalizer from Welsh.

GOAL STORM

It was the R.A.F.'s turn to be "all at sea" in the second period as the Navy rattled their defence with those four good goals — two for Wilkinson and one each for Welsh and Huxtable.

With the Navy in full command, the lead could have been increased. But with 15 minutes to go, goalkeeper Hopley sustained a knee injury and couldn't get to a shot which pegged one back for the R.A.F.

Having had a good game, Hopley limped off. Smith came on, and Johnson went in goal. But the Navy stayed on top to the end.

The Navy team — Hopley (Ark Royal); Horton (Dolphin), Johnson (R.M. Plymouth), Meriman (Victory), Turley (Drake), Atkey (Caledonia), Huxtable (Collingwood), Welsh (Fife), Wilkinson (Ganges), Jones (Dolphin), Tayler (R.M. Deal), Sub. Smith (Hampshire).

NOT DISGRACED

Having blasted the championship race wide open, it was a cock-a-hoop Navy side which

CUP OF JOY

After Plymouth Command won the Inter-Command soccer cup for the first time since 1951, beating Royal Marines 3-1 in the final, their captain, ME1 George Turley, got a lift from an obliging teammate to display the cup.

Picture: CPO Brian Gentry



Inter-Services build-up with a creditable 1-1 draw against Essex at Aveley on March 2.

Huxtable gave them the lead in the first half, and Essex levelled half-way through the second.

ACHIEVEMENT

Essex is normally one of the most powerful teams the Navy meets, and although they had team problems and were below strength, it was a good achievement by the Navy lads.

had almost forgotten the selection difficulties earlier in the season, the hints that the team was not as good as had been hoped — and that Army defeat.

The Navy did not disgrace themselves against the Army, but played only as well as they were allowed by a team showing just the extra skill, strength and ability.

When the first Army goal came within 10 minutes, the writing seemed to be on the wall, but the Navy held the tall Army attack until another slip by a hard-pressed defence conceded the second on half-time.

ESSEX HELD

The defence was too square when a loose ball, pushed back to an Army player, was shot home.

The Navy had completed their

Navy girls get in among the trophies

WRNS SPORT

The Wrens shared the Inter-Services Women's Hockey title with the W.R.A.F. and thus prevented the Air Force from winning the championship outright for the 12th successive year.

Centre-half Chief Wren Deirdre Watkinson (R.M. Deal) scored all the Navy's three goals in their matches against the Army and the R.A.F. women at Eastney on March 10 and 12.

The Navy women were superior throughout the Army game but a stubborn defence kept the score down to 2-1.

The Navy enjoyed the encouragement of many supporters for an entertaining game against the R.A.F. which ended in a 1-1 draw.

In the Women's Inter-Service Squash Championships at R.A.F. Uxbridge, the Wrens won with eight matches to the R.A.F.'s six and the Army's one.

Second Officer Jennie MacColl won the individual knock-out tournament.

The Navy thus recaptured a cup they had held from 1965 until last year when it was lost to the R.A.F.

The Wrens won the Women's Inter-Service 22 Rifle Championships at the WRAC Depot, Guildford, in February with a score of 1,920 points (maximum 2,000) — 31 points ahead of the R.A.F.

The spoon for the highest individual total went to Chief Wren P. Low (H.M.S. Heron) with scores of 100 and 98.

SPORTS SHORTS

Air (Group 2) won the WRNS Inter-Group Table Tennis Championship at H.M.S. Daedalus in February. But they were held to a 5-5 draw by Group 1 (Naval Home Command). Group 3 (Plymouth and R.M.) lost both their matches.

The singles winner, Wren P. Williams (Collingwood) beat Wren J. M. Davies (Seahawk) 21-13, 21-15.

Wren Davies, with PO Wren Fox, won the doubles by beating Ldg. Wren K. Baker and Wren Williams.

Gulf race — running in sweat!

The temperature was up around the 100 degrees mark on February 27 when 30 runners toiled over a sandy 7½-mile course for the Inter-Service cross-country championships in the Gulf.

The Navy faced a tough task at Hamala against the other two Services. The championship was won by the Army (30 points) with the R.A.F. (81) second, and the Navy (107) third.

While the race was won by SAC Keith (of R.A.F. Muharraq), the most successful Navy runners were Lieut. Bagshaw (3 SBD RM) fifth, PO(PTI) J. H. Stephenson (H.M.S. Jufair) eleventh, and AB Smith (H.M.S. Puncteston) seventeenth.

Three days earlier, this trio (in the same order) filled the first three places in the individual race during the Royal Navy (Gulf) cross-country championships which were held in conjunction with the Army championships and the Combined Services versus Cyprus.

Winning the race in 35min. 12sec., Lieut. Bagshaw helped 3SBD RM to win the team title with H.M.S. Jufair second and Puncteston third.

TOUGH TIME FOR RUNNERS

The home team won the honours when the Inter-Services cross-country championships were held at R.A.F. Halton on March 12.

The R.A.F. provided the individual winner, Eg. Off. R. W. Clark, and won the team competition with 42 points, followed by the Army (48).

CRS Phil Hampton (BRNC), fifth, was the highest placed runner for the Navy who collected 92 points.

Other scoring Navy runners were Mech(1) Joe Clare (Daedalus) 10, EM(A) P. Horwood (Daedalus) 17, NAM J. Loveday (Heron) 19, POREL J. Hartley (Seahawk) 20, CEA2 J. Harmon (Vernon) 21.

Joe Clare, winning in 33min. 50.6sec., helped Air Command to win the team title in the Royal Navy Cross-Country Championships at H.M.S. Osprey on February 26.

Phil Hampton was second in 33min. 51sec. and EMA Horwood third in 34min. 51sec.

Plymouth Area were runners-up with Portsmouth third and Royal Marines fourth.

There were 90 runners in the Cannock Chase 21-mile cross country race in Staffordshire on Sunday, March 14, and Phil Hampton, representing the Royal Naval Athletic Club (South), came third.

The course was over rugged forest paths and included over 2,000ft. of climbing, but Phil's time was 2hr. 2min. 23sec.

Spring in the air

The first R.N. and individual trampolining competition is to be held at the R.N. School of P.T. on Friday, May 14.

The trampoline is increasing in sporting popularity in the Services, as in civilian sport, where competition can go to national, international and world championships.

The R.N. competition is to help improve the standard in the Navy, and, to encourage maximum entries. Three sections are being held for seniors, juniors (under 17) and the WRNS.

ASIA ARMED FORCES BOWLING LEAGUE



Tamar the top tenpin team

For the second successive time, H.M.S. Tamar's bowlers won top honours in the Armed Forces Bowling League in Hong Kong, in which there are 15 Army and three Navy teams.

Tamar's tenpin success began in 1969 when the only R.N. team in the Far East was promoted from the league's second division, and won the championship last year.

This season, the Tamar team, whose captain, POA(Phot) Tony Maris, is now league president, led from start to finish, losing only once — to their second team "Big Ts," who finished third.

With Tamar winning the team high game and high series scratch awards, RO2 Les Langridge, of Big Ts, rolled the individual high series handicap the night before he left Hong Kong, and LS "Noddy" Cooper, of Black Magic, the other Navy team, took the individual high game handicap.

Tamar were also runners-up in the San Miguel knock-out competition, and six Navy bowlers qualified for the centre finals of the Bowling World Cup.

Tamar's top bowling squad (left to right), Mr. M. Wong, Tony Maris, Michael Law, John Bennett, Jim Edge and Mr. Peter Lueng.

KARATE FOR ENGLAND

After participating in the British Karate elimination competitions, Electrical Mech.2 A. R. Cronin, of H.M.S. Eagle, was selected as number one for England against Scotland on March 24 and for the Great Britain team against France on April 3.

The Portsmouth Area 10-mile cycling time trial, held between Funtington and Chichester on March 7, was won by LME Lord (H.M.S. Mohawk) in

27min. 19sec., with Lieut. Pearce (Collingwood) second, and CPO Wtr. Carter (Fife) third.

Third Officer Jolly (H.M.S. Dauntless) beat 3/O Goodwin (Dryad) to win the singles title in the WRNS Inter Group badminton championships at H.M.S. Daedalus in February. The team title went to Group 1 (Portsmouth).

More sport — page 27

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HOW TO GET AHEAD!

Woops, pardon me! All eyes on the line-out as a leaping Army player misses the ball and grabs a head during the Inter-Services match at Twickenham on March 6.



Picture: NA Jan Cottle.

Welsh rugby meets Navy's youth

When the Navy's under-19 rugby squad had a week's tour of South Wales, it meant playing five games in six days.

The aim — to stay on top!

The visit, to play Aberavon, Llanelli and Newport junior sides, coincided with a Meet the Navy cruise by H.M.S. Euryalus, and followed a week-end tour against King Edward VI Southampton, and Hampshire.

The five-match sequence began with three wins — 19-3 against KE VI, 11-6 (Hampshire), and 11-6 (Aberavon).

A second XV, fielded against Llanelli, was not disgraced in

losing 25-3, only eight points coming in the second half.

In an excellent game against Newport the score fluctuated until Newport won 11-9.

Having beaten the Army 11-3, the under-19s lost 6-0 to the Navy Selector's XV the following day at Portsmouth.

THE BEGINNINGS

In 1965 the R.N.R.U. started an Inter-Command Colts tournament.

In 1966/67 the first Navy Colts team toured Cornwall, winning its three matches.

The team's title was changed to under-19s in 1967 when the English Rugby Union decided to keep the colts age limit at 18.

With this season's final game against Wasps Whippets on April 3, the squad will have played many representative matches against first class opposition.

STEPPING STONE

This experience can only help raise the standard of R.N. rugby, and provide a stepping stone between junior and senior rugby.

Some ex-Colts are playing regularly for the first and second XV's of the major R.N. clubs. Some are playing regularly for the Navy side, and this includes one of the current under-19 side, OEA App. Ian Woodstock (Collingwood), with two representative games this season to his credit.

Lieut.-Cdr. Bryan Rayner, H.M.S. Vernon, can give further details of the under-19s.

BADMINTON 'ARRIVES'

The Royal Navy Badminton Association, formed last year, held its first R.N. open championships at H.M.S. Daedalus in February.

In an entry of 36 singles (18 doubles) POME Andrews (H.M.S. Sultan) won the singles and, with Mech.3 Corbin the doubles.

Then came the first Inter-Service championships on March 8 and 9 with the Navy as hosts.

The Navy lost to the R.A.F. (who have had an association since 1947) 13-0, and to the Army (their dates from 1965) 12-1.

The sailors gained experience — and some consolation from the R.A.F.'s 11-2 win over the Army.



The Royal Navy team which took part for the first time in the Inter-Services badminton championships — Back (left to right): Lieut.-Cdr. T. F. R. Crozier, App. Yeoh, Capt. L. S. Bryson (chairman of the newly formed R.N. Badminton Association), Lieut. C. J. Kendell (secretary), Mech.3 Corbin, Sub-Lieut. M. H. Larcombe. Front: Sub-Lieut. Selvandurai, Sub-Lieut. Marzuki (Royal Malaysian Navy), Mech.1 Dixon, POME Andrews.

Saturday, March 6, was a day that Navy rugby players will want to remember — and the Army will want to forget. The sailors, reigning Inter-Service champions, emerged victorious by 11-9 from the main clash with the Army at Twickenham, after their under-19 team had already beaten the Army under-19s 11-3 that morning.

A double act day

On a Twickenham pitch alternately bathed in sunshine and lashed by a blizzard, the Navy and Army clashed in a game of seesawing fortunes.

Wren Susan Worton (Cardiff Careers Office) certainly scored with the Navy's Under-19 rugby players when she became "Miss Under-19 Rugby, 1971" for their South Wales tour. She is seen with the team captain, NAM John Hopkins (Seahawk), left, and vice-captain Ian Woodstock (Collingwood).



True to military tradition, the Army opened with a bombardment which put them 6-0 ahead after 20 minutes, but gradually the Navy, well led by Leigh Merrick, fought back and snatched a Mike Gretton try just before the interval.

In the second half, the spirited Navy packed pressured the soldiers with a furious frontal assault.

TENSE FINALE

Five minutes after Geoff Fabian had converted John Ackerman's surging try to put the Navy in front for the first time, fly-half Simon Newsom, who had two first-half tries disallowed, scored a well taken dropped goal.

In a tense finale, Army and Scottish full-back Ian Smith cut the Navy lead to two points with a penalty, and victory was not assured until the same player put his second penalty chance in four minutes wide at the end.

THE TEAM

The Royal Navy team — Sub-Lieut. G. H. Fabian, Sub-Lieut. G. P. Phillips, Inst.-Lieut. G. L. Jones, REA D. E. Hambrook, Sgt. A. L. Toms, Lieut. S. J. B. Newsom, Lieut. M. P. Gretton, LA N. A. Ryan, REA T. A. Gatehouse, REA J. C. Ackerman, Lieut. A. P. Masterton-Smith, Upper Ydsman G. Clarke, PO R. Easson, Lieut. L. S. P. Merrick, LA P. Kelly.

HENLEY IS THEIR AIM

In Navy rowing, a possibility that ratings "may, in the not-too-distant future be given the opportunity to train full time on similar lines to the Field Gun crews," is mentioned by Inst. Lieut.-Cdr. R. W. Hutchings, secretary of the Royal Naval Amateur Rowing Association.

He forecasts that if the Navy ever raises a crew of sufficient standard to compete at Henley Royal Regatta with anything like a chance, it will comprise mainly ratings.

Compiling a list of oarsmen in the Service, Lieut.-Cdr. Hutchings asks any interested in the sport in the Navy to write to him at R.N.E.C. Manadon, Plymouth.

The Joint Services Rowing Regatta takes place on Sunday, June 13, at the Childe Beale Estate, Pangbourne, Berkshire.

Army 'pipped' at squash

ances) against Lieut. Robin Bawtree.

Bawtree raced into a two-game lead, but Stokes mounted a remorseless counter attack to win.

After an hour against the Army, the Navy's hopes of repeating last year's victory looked dim, Benson and O'Keefe both having lost.

But the Navy levelled with victories by Bawtree and Brian Tayler.

The match reached its exciting climax when Toft came from two games behind to win the decider.

Navy 1, R.A.F. 4; Navy 3, Army 2.

The R.A.F. won the Inter-Services Squash title for the fifth successive year — but their match against the Navy was not without drama.

Highlight was the match between Sqdn. Ldr. Peter Stokes (ninth in the amateur rankings and with 28 international appear-

Fixtures

APRIL

- 1 — Boxing: Combined Services v. Welsh A.B.A., R.A.F. Locking.
- 3 — Basketball: Inter-Service Championships, R.N.B. Portsmouth. Fencing: Royal Navy v. Army (Officers), Army, Rugby: Royal Navy v. R.A.F., Twickenham.
- 4 — Golf: Royal Navy v. Dorset, Isle of Purbeck. Cycling: RNCA Novices 10 mile TT, Wickham, Hants.
- 5 — Rugby: Royal Navy v. Waterloo, Waterloo.
- 5-7 — Netball: Inter-Service Women's Championships, Stanmore Park.
- 6 — Rugby: Royal Navy v. Fylde, Fylde.

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Dainty bell on Bounty isle

On Pitcairn, the Pacific island of "Bounty" fame, now hangs the bell from the former Daring Class destroyer H.M.S. Dainty.

Its new job is to announce the sighting of ships and signal the launching of long boats which meet visitors in the hope of trade.

The bell was presented to the islanders by the Duke of Edinburgh when he visited Pitcairn in the Royal Yacht Britannia.

The Dainty arrived in Portsmouth in July, 1969, to pay off after the final commission of her 16 years' service in the Fleet.

Now, her bell hangs in the square at the village of Adamstown on a tiny plateau 500ft. above Bounty Bay.

Pitcairn was one call on the Britannia's journey which began when she left Portsmouth on January 15 for Madeira and Barbados.

ROYAL VOYAGE

On February 4 the Duke of Edinburgh, Princess Alexandra, Lord Mountbatten, the Hon. Angus Ogilvy, Lord and Lady Brabourne and Sir Solly Zuckerman joined the ship.

At the "enchanted isles" of Galapagos, Sir Solly and the

Hon. Angus Ogilvy left the ship to return to the U.K.

Two thousand miles away, on Easter Island where, Admiralty records indicated, the White Ensign had probably not been seen since 1909, Yachtsmen saw the huge stone figures for which the island is famous. Here, Princess Alexandra left the ship to return home.

... ROYAL PUSH

Two mini-mokes, the only four wheeled vehicles on the island, were the Royal party's transport on mountainous Pitcairn, and, on one occasion, with wheels spinning, they needed the additional manpower of two Admirals of the Fleet, one Rear-Admiral and several other guests to get to the top.

Highlight of the visit to beautiful Raratonga, capital of the Cook Islands, was the welcome ceremony to the Duke, with its warriors, ceremonial speeches of challenge and welcome, and gentle songs from swaying island women in grass skirts.

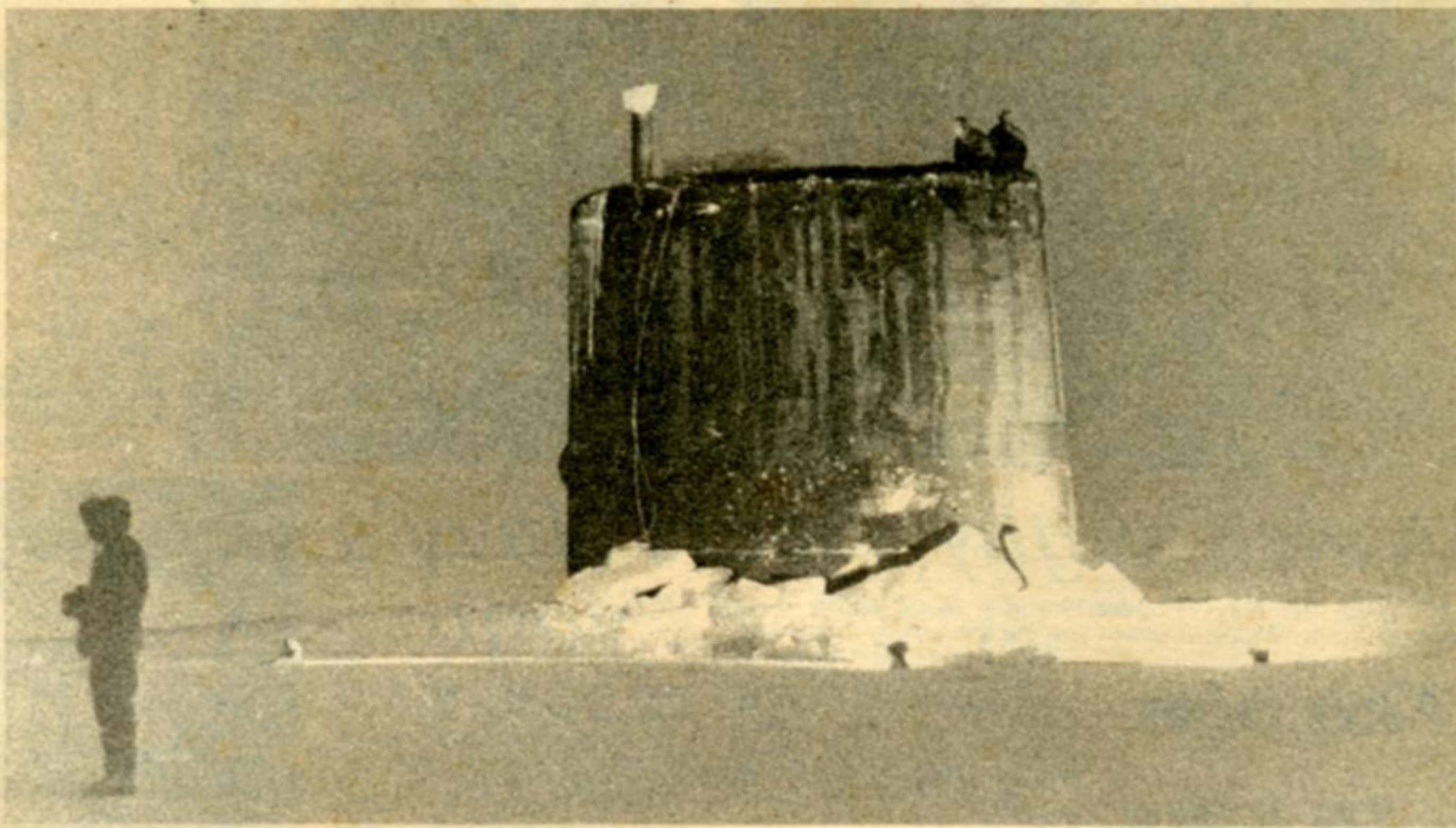
From there the Britannia sailed for Western Samoa.

A garlanded Duke of Edinburgh greets AB Algie Dent, LS Bill Haley and MEM1 Taff Jones when the Britannia soccer team beat Raratonga 3-2, thus redeeming the loss of an earlier cricket match.

The Duke greets the team



NAVY COMES OUT ON TOP



The Royal Navy's on top of the world as the nuclear fleet submarine H.M.S. Dreadnought pops up at the North Pole — the first British sub. to do so.

Her patrol took her 1,500 miles under the ice before surfacing at the Pole, where a seaman with a rifle kept watch for marauding polar bears as other crew members ventured on to the ice cap.

The Dreadnought broke surface through the ice three times on the way there, once at the Pole itself and twice on the way back.

Describing arrival at the Pole at 8 a.m. on March 3, Lieut.-Cdr. John Collier, torpedo and anti-submarine officer, said, "It was semi-twilight all the time and we spent several hours finding a suitable area of thin ice."

"We came to the surface through about a foot of ice at 5.30 in the evening and remained on the surface until the early hours of the morning."

"When you were out on the ice you had to make sure you didn't go too far from the submarine because it was an extremely hostile environment."

The Dreadnought, which is commanded by Cdr. Alan Kennedy, collected much scientific data before returning to the Clyde base at Faslane on March 11.

Chilling footnote: Our picture was taken by LA(Phot) Michael Rowsell soon after the submarine had burst through the ice. He had to operate his 35mm. camera in 67 degrees of frost, but, standing in a 20-knot wind made worse by suspended ice crystals in the air, there is what the scientists describe as "wind chill effect." It meant that the hands which just managed to press the shutter release felt a "wind chill effect" of 110 degrees of frost.

Princess names a racer

A smiling Princess Anne is pictured, below, on board the Portsmouth Naval Sailing Association's ocean racing yacht Sea Wraith III at H.M.S. Vernon.

The Princess visited Portsmouth on March 16 to name the new yacht, and before the ceremony lunched in H.M.S. Victory, flagship of the Commander-in-Chief Naval Home Command (Admiral Sir Horace Law).

In the picture she is being shown round the new yacht by Lieut.-Cdr E. M. Skene, the yacht manager. The Princess also met Leading Seaman Richard Merchant, the yacht keeper (left).

She had made the visit to Portsmouth by helicopter.



AMAZON — A ROYAL LAUNCH

H.M.S. Amazon, the Navy's first Type 21 gas turbine frigate, is to be launched by Princess Anne at Vosper-Thornycroft's Woolston shipyard on April 26.

The Amazon is the first warship designed as a collaborative venture by Yarrow (Shipbuilders) Ltd., and Vospers.

H.M.S. Antelope, the second Type 21, is under construction, and the third is scheduled to be H.M.S. Active.

Leave scheme

Continued from page 1

0050 on the Monday. The returning coach stopped en route at H.M.S. Dryad, and the main party was taken into the Dockyard at 0320.

For the Easter long leave, about treble the number will be going by air, with additional destination points arranged. The agency may be able to accommodate last-minute applicants.

Plans are already in hand for the Whitsun week-end, and also for extending the arrangements to other naval centres.

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